

301 First Street Residential Development

DRAFT ENVIRONMENTAL IMPACT REPORT

99.579E

Draft EIR Publication Date:	July 22, 2000
Draft EIR Public Hearing Date:	August 24, 2000
Draft EIR Public Comment Period:	July 22 through August 24, 2000

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TO: Distribution List for the 301 First Street Development Draft EIR

FROM: Hillary E. Gitelman, Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report for the 301 First Street Development (Case Number 99.579E 301 First Street)

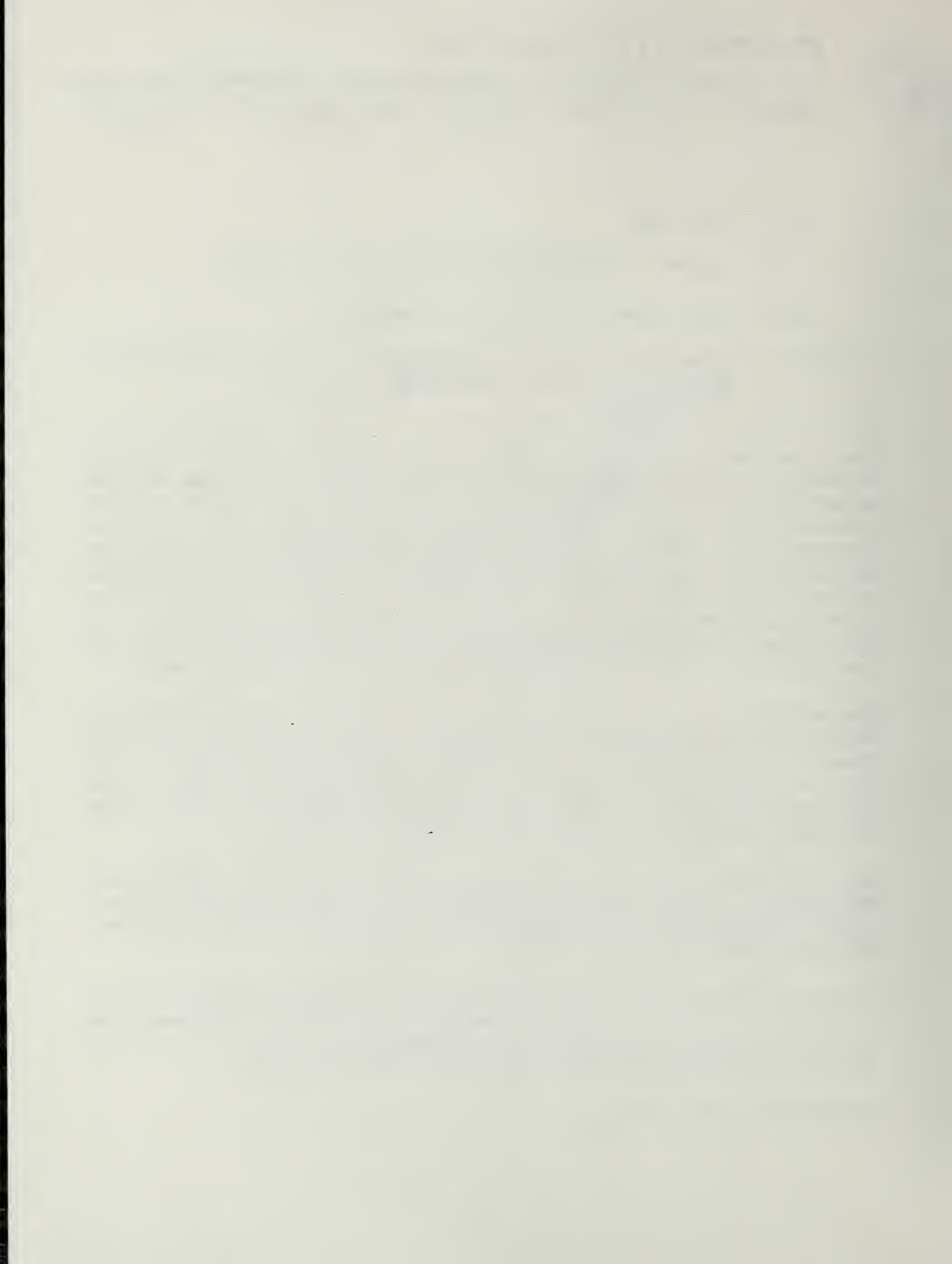
This is the Draft of the Environmental Impact Report (EIR) for the 301 First Street Development. A public hearing will be held on the adequacy and accuracy of this document. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses" which will contain a summary of all relevant comments on this Draft EIR and our responses to those comments; it may also specify changes to this Draft EIR. Public agencies and members of the public who testify at the hearing on the Draft EIR will automatically receive a copy of the Comments and Responses document, along with notice of the date reserved for certification; others may receive such copies and notice on request or by visiting our office. This Draft EIR together with the Summary of Comments and Responses document will be considered by the City Planning Commission in an advertised public meeting and certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final Environmental Impact Report. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one rather than two documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Summary of Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to private individuals only if they request them.

If you would like a copy of the Final EIR, therefore, please fill out and mail the postcard provided inside the back cover to the Office of Environmental Review within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR.

Thank you for your interest in this project.



City and County of San Francisco
Planning Department

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301 First Street Residential Development Draft Environmental Impact Report

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I. SUMMARY

A. INTRODUCTION

This document is a Draft Environmental Impact Report (DEIR) prepared in accordance with the California Environmental Quality Act (CEQA) for the proposed construction of a high-rise, twin-tower residential building with 332 residential units, 410 parking spaces and 5,013 square feet of retail space. CEQA requires that an Environmental Impact Report (EIR) be prepared for any project to be undertaken or approved by a local or State agency that may have a significant effect on the environment (California Public Resources Code, Section 21000).

An application for environmental review evaluation for the First and Folsom Residential Project was filed on August 27, 1999. On the basis of the Initial Study published on June 3, 2000, the San Francisco Planning Department, Major Environmental Analysis section, determined that an EIR is required. This document, together with its appendices, constitutes a DEIR on the proposed First and Folsom Residential Project. The Lead Agency responsible for preparing the EIR on this project is the Planning Department for the City and County of San Francisco. This EIR is intended to provide sufficient and accurate environmental documentation to allow the San Francisco Planning Commission to make an informed decision concerning the proposed First and Folsom Residential Project.

B. PROJECT DESCRIPTION

The proposed project would consist of demolition of an existing surface parking lot with 200 spaces at 301-355 First Street at the southeast corner of Folsom Street, and construction of a twin-tower residential building with 21- and 26-story towers with heights of 200 feet and 250 feet, respectively. The proposed building would provide approximately 410,430 square feet of residential space with 332 units, two to four levels of below-ground and podium-level parking on the sloping project site containing 410 parking spaces within 166,374 square feet, and 5,100 square feet of retail. There would be 18,846 square feet of common open space and 12,584 square feet of private open space. The main pedestrian

I. Summary

access and parking garage entrance would be on First Street, with a combined service entrance and secondary parking exit on Grote Place, and an off-street loading space for Grote Place off of Folsom Street. There are two variants of the proposed project with alternative locations for off-street loading docks: Variant 1—a loading dock in the northwest corner with access on Folsom Street and 803 fewer square feet of retail space and Variant 2—a loading dock on the south side of the building with access on First Street and two fewer residential units.

The 38,000 square-foot project site is located in the Rincon Hill area, one block north of the Bay Bridge. The polygonal site is in the block bounded by First, Folsom, Fremont and Harrison Streets.

Following completion and certification of the Final EIR, the project would require Conditional Use Authorization as a Planned Unit Development (PUD) by the Planning Commission for the following approvals:

- A building higher than 40 feet in an R (Residential) District pursuant to Section 253 of the *Planning Code*;
- Modification of the 80 percent site coverage limit because of the project site's slope;
- Exceptions from the bulk limits of the R Bulk District for the proposed horizontal length and diagonal dimension of the north tower and horizontal length and diagonal dimension of the south tower;
- upper towers volume reduction requirement;
- the minimum 150-foot tower separation requirement;
- Exception to the requirement that off-street parking on the first two stories above grade cannot be within a 25-foot horizontal distance from the street grade;
- Exception to the off-street loading space requirement.

Construction of the building would take approximately two years. The building would be designed by Heller-Manus Architects and is estimated to cost about \$45 million.

C. MAIN ENVIRONMENTAL EFFECTS

The proposed First and Folsom Residential Project would change the land use on the site from a surface parking lot to residential and retail uses with associated parking. Effects determined in the Initial Study to be potentially significant are related to transportation and circulation, and operational air quality.

These environmental impacts are discussed in this EIR, along with land use effects and visual quality/urban design which are included for informational purposes. The Initial Study determined that issues related to land use, visual quality/urban design, including light and glare, population, housing and employment, noise, shadow, wind, utilities and public services, biology, water, geology and topography, energy, hazards, and cultural resources would be either insignificant or would be mitigated to less-than-significant effects through measures included in the project. (See Initial Study, Appendix A.)

Land Use

Although the proposed project would displace the existing parking uses, and intensify use of the site, it would not alter the character of the neighborhood, nor substantially conflict with any General Plan policies. The project would accommodate about 14 jobs, as compared to a small number of existing jobs at the existing parking lot on the site. The proposed 332 dwelling units, with an estimated population of 715 persons, would increase the population on the site.

Urban Design

The proposed twin-tower 21- and 26-story, 200 feet high and 250 high respectively, residential building would be higher than most existing nearby buildings. There are several high-rise buildings within two blocks of the proposed project which have been proposed or recently completed, or are under construction. While the project building would be greater in bulk and height than some of the other buildings in the vicinity, it would not be inconsistent with the urban character of the surrounding area. The building design would integrate with other buildings in the area. The project would block some private views from nearby buildings, however, the proposed building would not block any public scenic views. Thus, as discussed in the Initial Study, the project would not have a significant environmental impact on long-range or short-range views.

Transportation

The project would generate about 3,657 new daily person trips on a weekday, of which approximately 531 would occur during the P.M. peak hour. Of these 531 new person trips, 42 percent would be by automobile, 21 percent by transit, and 37 percent by walking or other modes. Given applicable vehicle occupancy rates, the person trips by automobile would translate to 177 new vehicle trips during the P.M. peak hour, of which 117 would be inbound to the project site.

I. Summary

The traffic analysis performed for the project examined existing and future operating conditions at five intersections in the vicinity of the project. The study intersections are First Street/Howard Street, First Street/Folsom Street, First Street/Harrison Street, Fremont Street/Folsom Street, and Essex Street/Folsom Street. Four of the five intersections are controlled by traffic signals, while the intersection of Essex/Folsom is two-way STOP-controlled (the Essex Street approach is stopped). Weekday traffic counts were taken at these intersections in order to evaluate the existing traffic conditions during the weekday P.M. peak hour (generally 5:00 to 6:00 p.m.). The three study intersections along First Street currently operate unacceptably during the weekday P.M. peak hour at level of service (LOS) E and F, and the intersection of Fremont/Folsom operates at LOS B (acceptable). The high volume of traffic destined for the I-80 eastbound (Bay Bridge) on-ramp results in congestion along First Street and streets approaching First Street.

While operating conditions at all of the project study intersections would remain unchanged with the addition of traffic generated by the proposed project, traffic volumes and congestion are anticipated to increase over time in the project vicinity and intersection levels of service are expected to deteriorate. Locally generated traffic will also contribute to congestion on area freeways and arterial links. The project's percentage contribution to the 2015 cumulative traffic growth would be considerable at nearby intersections. Hence, this project would have a significant cumulative traffic impact.

Nine MUNI routes have stops within two blocks of the project site. The project would generate about 38 new outbound transit trips and 71 inbound trips on MUNI and regional transit lines during the weekday P.M. peak hour. The project-generated riders would not substantially increase the number of passengers to significantly affect the peak hour capacity utilization. The transportation analysis concluded that there would be no significant project impacts on MUNI or regional transit operations.

The proposed project would add up to 300 pedestrian trips to surrounding streets during the weekday P.M. peak hour. Pedestrian conditions on First and Folsom Streets would not noticeably deteriorate with the addition of these walking trips, and would remain at acceptable conditions.

The proposed project would provide 410 parking spaces, and generate a projected parking demand of 442 spaces (430 residential and 12 retail). The unmet demand could be accommodated either on-street or through arrangements at the proposed project garage or another nearby off-street parking facility. Parking would not be a significant environmental impact.

The *Planning Code* would require the proposed project to provide two off-street loading spaces. This requirement would not be met by the project's proposed one off-street freight loading facility area. However, expected loading demand from the project would be for 0.6 space during the average loading hour and 0.8 space during the peak loading hour. Consequently, the project's off-street loading supply would meet the demand. Grote Place is about 12 feet, six inches wide and would be able to accommodate only one lane of traffic. To reduce potential conflicts, the use of the loading dock would be restricted and a gate mechanism would be employed when the loading dock would be in use. In addition, a street curb loading zone on First Street would be used for service vehicles and deliveries. The variants in loading dock placement would avoid potential conflicts on Grote Place, and the need to acquire an easement from the adjacent property; however, trucks backing into the loading dock off Folsom Street (Variant 1) would require careful monitoring of traffic to avoid conflicts. For Variant 2, with the loading dock off First Street, trucks entering and exiting would need to avoid PM peak period conflicts and obstructing the MUNI 42-line.

During project construction, anticipated to last two years, most construction equipment and materials would be staged on the sidewalk along the east side of First Street. It is not anticipated that traffic lanes adjacent to the site would need to be closed during construction, but if it is deemed necessary, the closures would be coordinated with the City to minimize impacts on local traffic. However, temporary construction impacts on traffic movement would not be significant. No relocation of local MUNI bus stops or other impacts on MUNI operations are anticipated, but if temporary MUNI bus stop relocation is needed, it would be coordinated with MUNI's Chief Inspector. The project sponsor would make arrangements at nearby parking facilities to accommodate the temporary demand by construction workers.

Air Quality

Construction emissions, primarily dust generated by earthmoving activities and criteria air pollutants emitted by construction vehicles, would have a short-term effect on air quality. The project sponsor agreed in a June 2, 2000 letter to implement construction dust and construction vehicle and equipment air emissions measures. Stationary source emissions, generated by combustion of natural gas for building space and water heating, would account for less than 10 percent of project operational emissions and be less-than-significant.

I. Summary

Vehicle trips to and from the project would result in air pollutant emissions, affecting regional air quality. The air pollutant emissions from project-related auto travel were estimated for reactive hydrocarbons and oxides of nitrogen (two precursors of ozone), and PM₁₀ (particulate matter, 10 micron). Estimated project-generated vehicle emissions are below the applicable BAAQMD thresholds, so project impacts on regional air quality would be less-than-significant.

At the local scale, the project would change traffic on the local street network, changing carbon monoxide levels along roadways used by project traffic, especially near intersections of major roads. Three nearby intersections met the Bay Area Air Quality Management District (BAAQMD) criteria requiring the estimation of increases in local carbon monoxide. For these intersections (First/Folsom, Second/Folsom, and First/Howard), the estimated carbon monoxide concentrations with project-generated traffic would be below the applicable state/federal standards (20 parts per million [ppm] for the 1-hour standard and 9 ppm for the 8-hour standard), and hence, the project-generated traffic would have a less-than-significant impact on local air quality.

D. MITIGATION MEASURES

Primary measures that would mitigate potentially significant environmental effects to less-than-significant are presented below.

CONSTRUCTION AIR QUALITY

- The project sponsor shall require the construction contractor(s) to spray the project site with water during excavation, grading, and site preparation activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose.
- The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

HAZARDS

- The project sponsor shall ensure that the construction contractor limit the amount of excavation, and handle and dispose of any excavated soils properly. Soil excavated for offsite disposal or use shall be characterized for metals and petroleum hydrocarbons based on the requirements of the accepting facility or party; this characterization should be performed on a representative volume of stockpiled soil.
- The project sponsor shall perform a UST scan by magnetometer to determine if abandoned heating oil USTs or piping exist on the site. If any are found, they shall be removed in accordance with regulatory requirements, and surrounding soils shall be tested. Where hazardous wastes are found in excess of state or federal standards, the sponsor shall submit a site mitigation plan (SMP) to the appropriate state or federal agency(ies), and implement an approved SMP. Where toxics are found for which no standards are established, the sponsor shall request a determination from state and federal agencies as to whether an SMP is needed.

CULTURAL RESOURCES

- The project sponsor shall retain the services of an archaeologist. During removal of paving and any buried foundation materials found on the site, the archaeologist shall carry out a pre-excavation testing program to better determine the probability of finding archaeological remains on the site. The testing program shall consist of a series of mechanical, exploratory borings or trenches and/or other testing methods determined to be appropriate by the archaeologist.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist shall submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO, and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures shall be implemented by the project sponsor and might include a program of on-site monitoring of all pile driving and any site excavation that may be necessary, during which the archaeologist shall record observations in a permanent log. Whether or not there are archaeological finds of significance, the archaeologist shall prepare a written report on the monitoring program that shall be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor shall designate one individual on site as his/her representative. This representative shall have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of archaeological resources of potential significance be found during the monitoring program, the archaeologist shall immediately notify the Environmental Review Officer (ERO), and the project sponsor shall halt any activities that the archaeologist and the ERO jointly determine could damage such archaeological resources. Ground disturbing activities that might damage cultural resources would be suspended for a total maximum of four weeks over the course of construction.

I. Summary

After notifying the ERO, the archaeologist shall prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which shall contain an assessment of the potential significance of the archaeological finds and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO shall recommend specific mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of the cultural material.

Finally, the archaeologist shall prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report would be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center. The Office of Major Environmental Analysis shall receive three copies of the final archaeological report, accompanied by copies of transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center.

VISUAL QUALITY

- In order to ensure the visual compatibility of the project building with the adjacent City Landmark Building, there shall be further project design consultation by the project sponsor and architect with Planning Department staff to ensure that the project building design would be visually compatible with the adjacent landmark Edwin Klockars Blacksmith Shop. The Planning Department and the project architect shall consider factors including, but not limited to the following: height and bulk, setback, fenestration and entrances/doors, and exterior materials.

E. ALTERNATIVES TO THE PROPOSED PROJECT

The No-Project Alternative

Under the No-Project Alternative, the existing surface parking lot at 301 First Street would continue its operations. None of the physical, environmental impacts associated with the proposed project would occur.

No Exception Alternative

Under this alternative, a high-rise residential building would be developed on the project site that would be similar to the proposed project, but would not require exceptions to any provisions of the *Planning Code*, including height and bulk limits. The towers of this alternative would be the same height as in the

proposed project, but the building would have a different configuration. The north tower would have a smaller floor plan, but the south tower would have significantly larger dimensions, particularly below the height of 105 feet. In addition, the north tower would not be set back from Folsom Street above the lower level to correspond to the height of the landmark Edwin Klockars Blacksmith Shop. This alternative would provide approximately 300 residential units, approximately 300 independently accessible parking spaces, and approximately 4,957 square feet of retail space. The number of residential units would be about ten percent less than the proposed project. Many of the residential units under this alternative would be long and narrow, with less light and air than the units of the proposed project in smaller floor plans on the north tower, but in larger floor plans in the south tower on the floors below 105 feet in height on the Folsom Street side.

Most of the potential impacts identified for the proposed project would occur with the No Code Exception Alternative, but at a slightly reduced level. The alternative would change the land use and increase the population density on the site. It would generate slightly fewer vehicle trips and transit trips. This alternative, like the proposed project, would result in considerable contributions to 2015 cumulative traffic conditions at nearby intersections. Unlike the proposed project, project-generated parking demand could be accommodated by the parking spaces in this alternative. Similar to the project, this alternative would result in traffic-generated emissions of criteria pollutants such as reactive organic gases, nitrogen oxides, particulates and carbon monoxide. These pollutants would be lesser amounts than those that would be generated by the project, and, as with the proposed project, would be regionally insignificant. The visual impacts of the No Code Exception Alternative would be similar to the proposed project. Other impacts related to geology, hydrology, and potential subsurface cultural resources would be comparable to those of the project.

F. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

A couple neighborhood residents and a business person have expressed concerns about the proposed building scale of the project and existing traffic conditions on First Street. The project design may continue to evolve as it is subject to review and further refinement by the Planning Department and the Planning Commission. As summarized above, existing traffic conditions at several of the study intersections on First Street are already at unacceptable levels during the weekday P.M. peak hour, and

I. Summary

in the 2015 cumulative traffic scenario, the project would make a considerable contribution to the cumulative traffic growth, which is considered to be a significant environmental impact.

As part of the certification by the Planning Commission that the project's Environmental Impact Report (EIR) is objective and complete, information presented in the EIR, public comments and the Planning Department's written responses to the public comments will be reviewed by the Planning Commission. Following the certification of the Final EIR (FEIR), the Planning Commission will consider the proposed project's applications for Conditional Use Authorization and Planned Unit Development approval. The Commission will consider information provided in the FEIR, the case report for the project's Conditional Use Authorization and Planned Unit Development applications, and public comments on the proposed project.

II. PROJECT DESCRIPTION

A. PROJECT SPONSOR'S OBJECTIVES

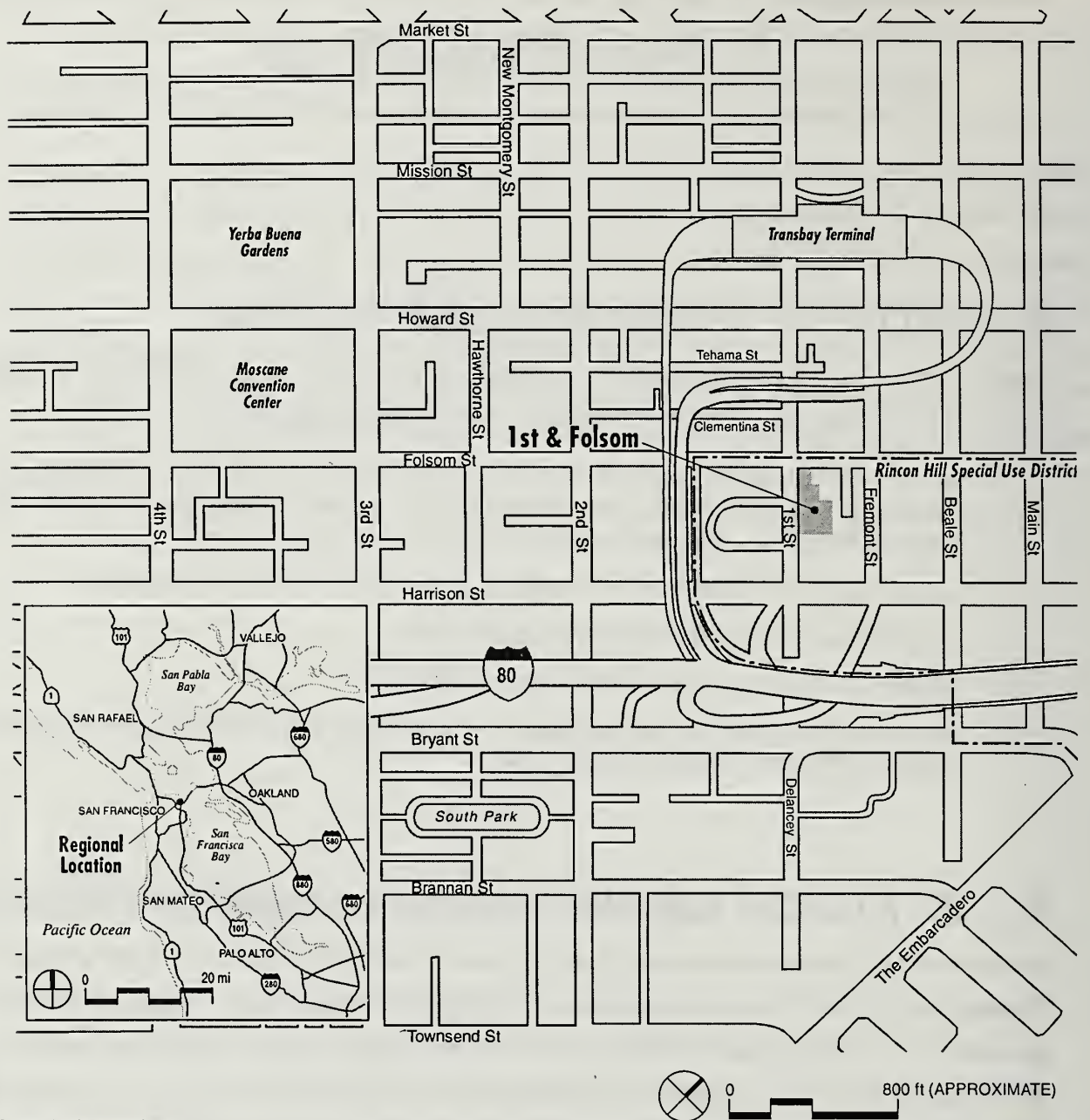
First/Folsom, LLC, the project sponsor, proposes to construct a high-rise residential building with 332 units at 301-355 First Street. The project sponsor has the following objectives:

- Develop a high-quality, cost-effective residential building in the Rincon Hill area of San Francisco to provide residential units, retail space, and associated parking to meet the demands of the expanding San Francisco economy and growth in the project area
- Develop a project consistent with the existing urban design character of the area
- Complete the project on schedule and within budget
- Develop a project with minimal environmental disruption
- Develop a design that is complementary to the landmark Edwin Klockars Blacksmith Shop adjacent to the project site on Folsom Street.

B. SITE LOCATION AND PROJECT CHARACTERISTICS

The project site is the western corner of the block bounded by First, Folsom, Fremont, and Harrison Streets in the Rincon Hill area, and is located at 301-355 First Street (Figure 1, page 12). The project site consists of Lot 032 in Assessor's Block 3748. The site is a polygon shape, measuring approximately 38,000 square feet in area. It is about 275.5 feet long on the First Street frontage, and has about 62.5 feet of frontage on Folsom Street. The site is located on the north slope of Rincon Hill, and slopes downhill toward the north. It has been occupied since the mid-1950s by a surface parking lot with approximately 125 spaces (that can accommodate 250 vehicles with attendant parking).

The proposed building would include 410,430 square feet of residential units in two towers, a 26-story south tower of approximately 250 feet in height, plus a 16-foot mechanical penthouse, and a 21-story north tower of approximately 200 feet, plus a 16-foot mechanical penthouse. The building would provide



Source: During Associates

PROJECT LOCATION **FIGURE 1**
First and Folsom Street

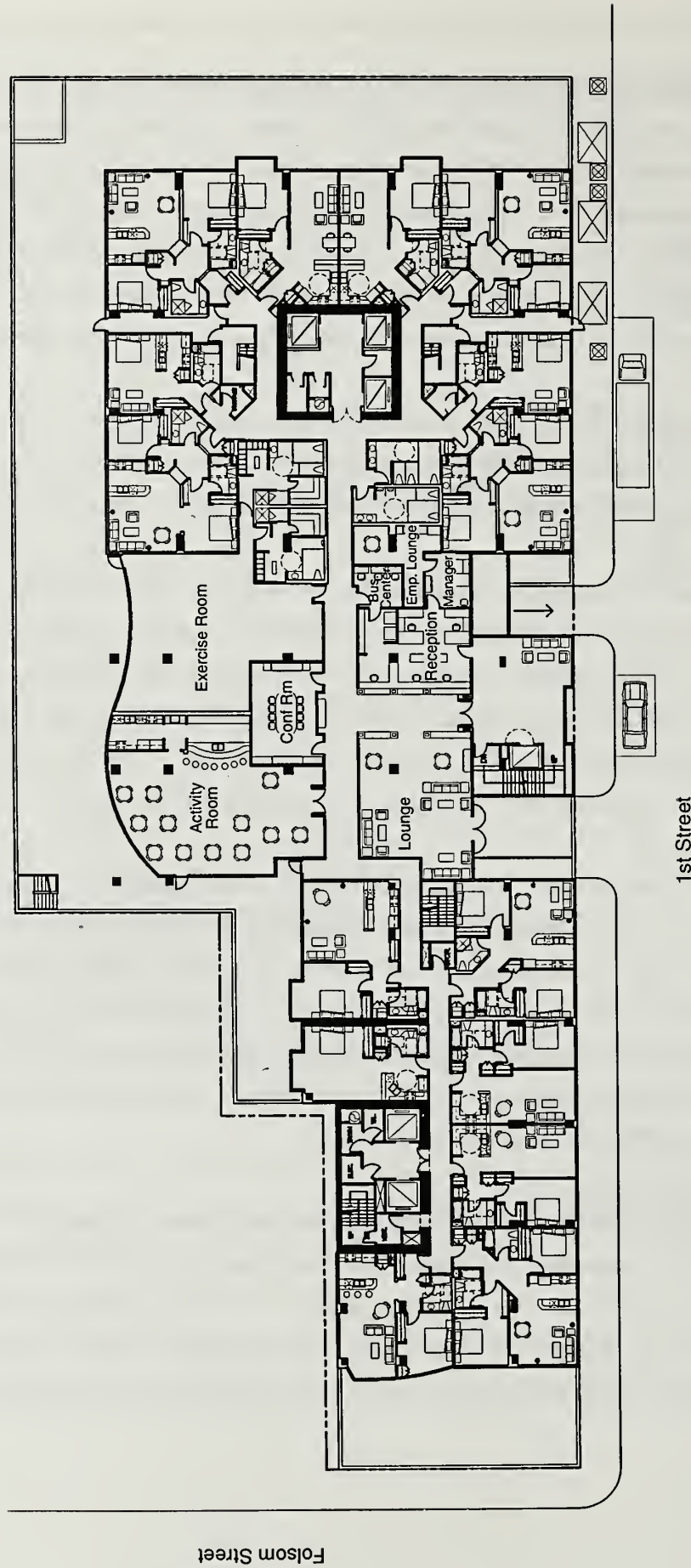
two levels of below-ground parking under the north tower on the sloping site, and four levels under the south tower, with a total of 166,374 square feet and 410 spaces. There would be approximately 5,000 square feet of retail space at ground level on Folsom Street. The ground floor would also include pedestrian and vehicle access and a residential lobby on First Street. (See Figures 2 through 10 on pages 14 through 22.) The building would include a total of 31,430 square feet of open space on the first two levels and levels 13, 17, 18 and 22, of which about 18,846 square feet would be common usable open space and about 12,584 square feet would be private useable open space.

The residential total of 410,430 square feet and 332 units would consist of 49 studio, 122 one-bedroom, 146 two-bedroom, and 15 three-bedroom units, with the main pedestrian access on First Street. Of the 332 residential units, the north tower would contain 146 and the south tower would contain 186.

Below-ground parking would occupy two levels under the north tower and four levels under the south tower on the sloping project site. The parking facility would occupy a total of 166,374 square feet and provide 410 parking spaces, of which 332 would be self-park spaces for the residential units and 78 would be tandem-park spaces (which would be adjacent to independently accessible spaces). The 332 residential spaces would consist of 190 standard spaces, 129 compact spaces, and 13 handicapped-accessible spaces. In addition, there would be 75 to 100 bicycle parking spaces.

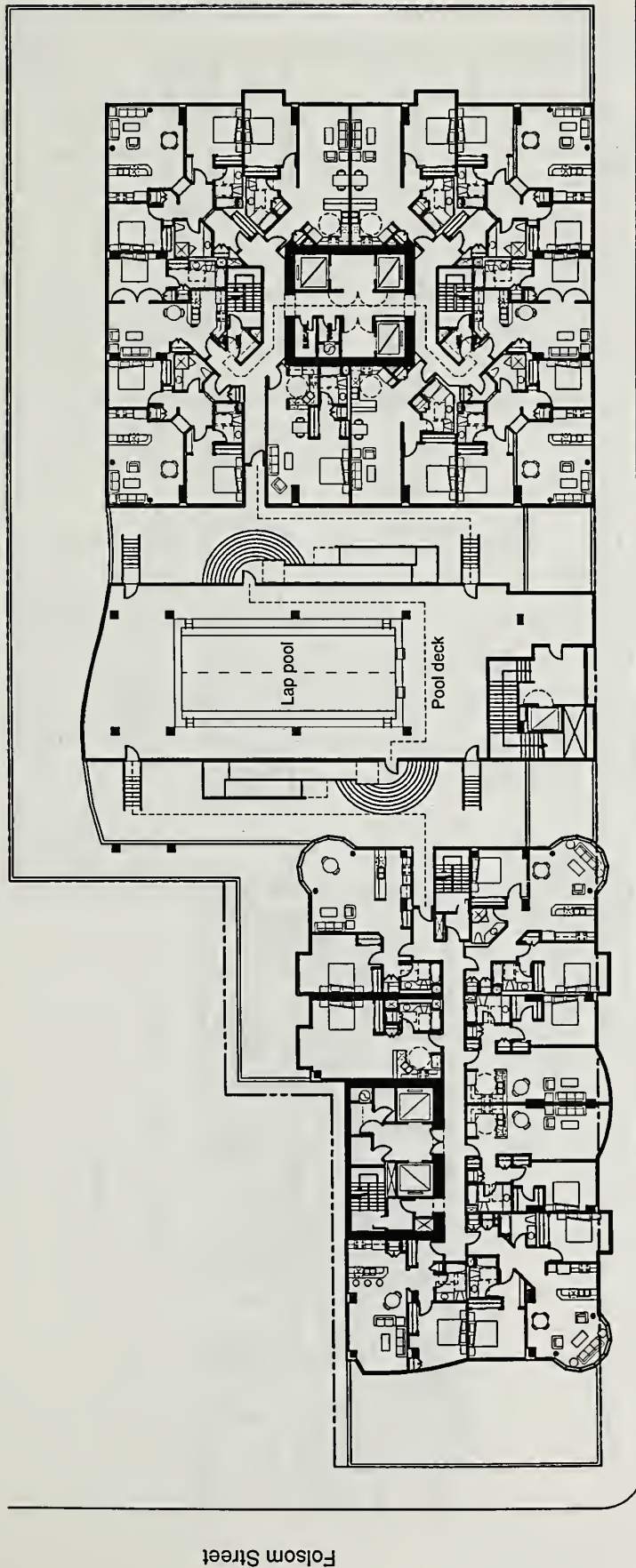
Access into and out of the parking levels would be provided via a street-level entrance ramp on First Street. Access for one 14- by 35-foot off-street truck loading space, a garbage pick-up area, and a secondary parking garage exit would be from Grote Place, off of Folsom Street, through a permanent easement on an adjacent parking area owned by the Marine Engineers Beneficial Association. There would be a 24-foot long white zone (passenger loading) and a 50-foot long yellow zone (freight/delivery vehicle loading) on First Street, adjacent to the residential lobby. A public pedestrian pathway would be provided along the south side of the proposed project site.

Adjacent to the project site, on its east side is the Edwin Klockars Blacksmith Shop at 449 Folsom Street. Constructed in 1912, this two-story, wood-frame, American West vernacular building was designated City Landmark No. 149 in 1982. It is subject to Article 10 of the *Planning Code*, which sets forth procedures regarding the preservation of structures, sites and areas of special character or special historical, architectural or aesthetic interest or value, such as officially designated City Landmarks.



Source: Heller Mannus Architects

GROUND FLOOR PLAN **FIGURE 2**
First and Folsom Street



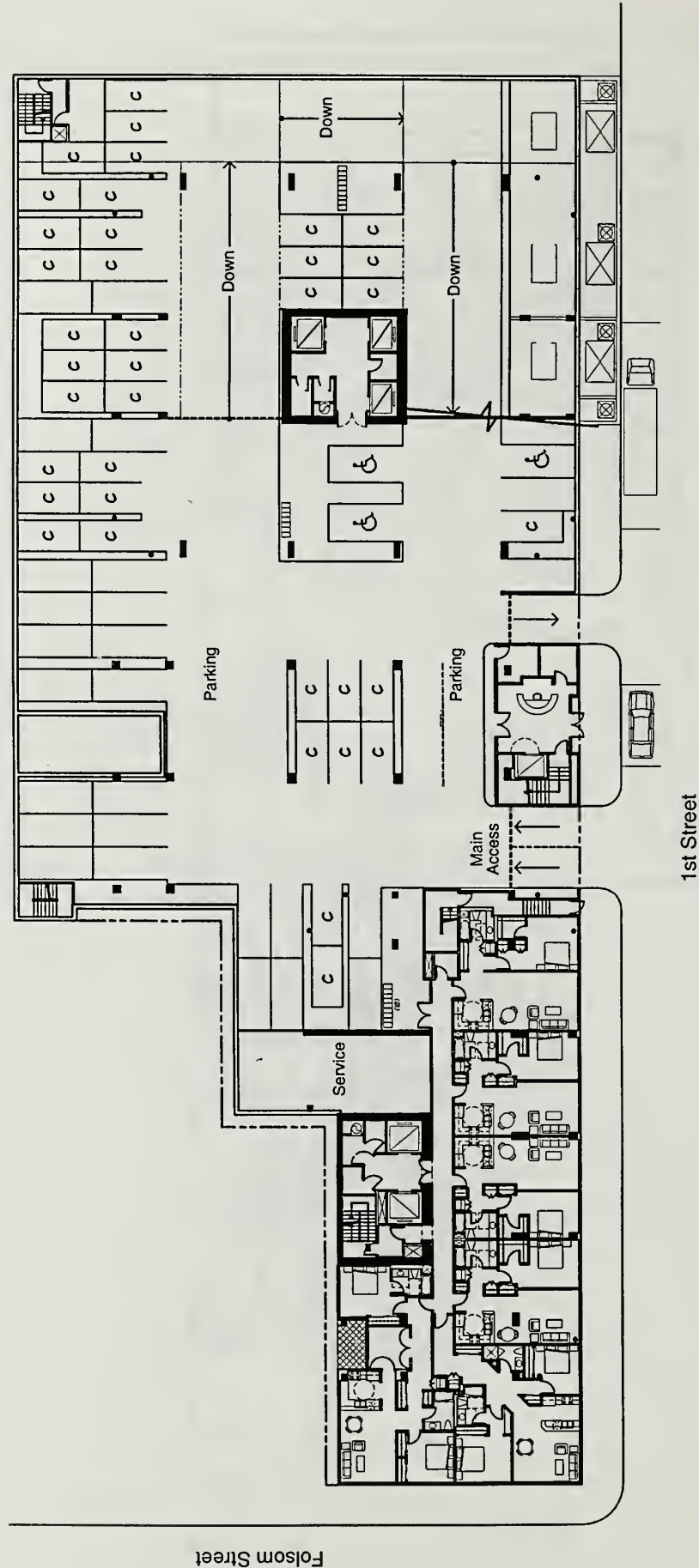
Folsom Street

1st Street



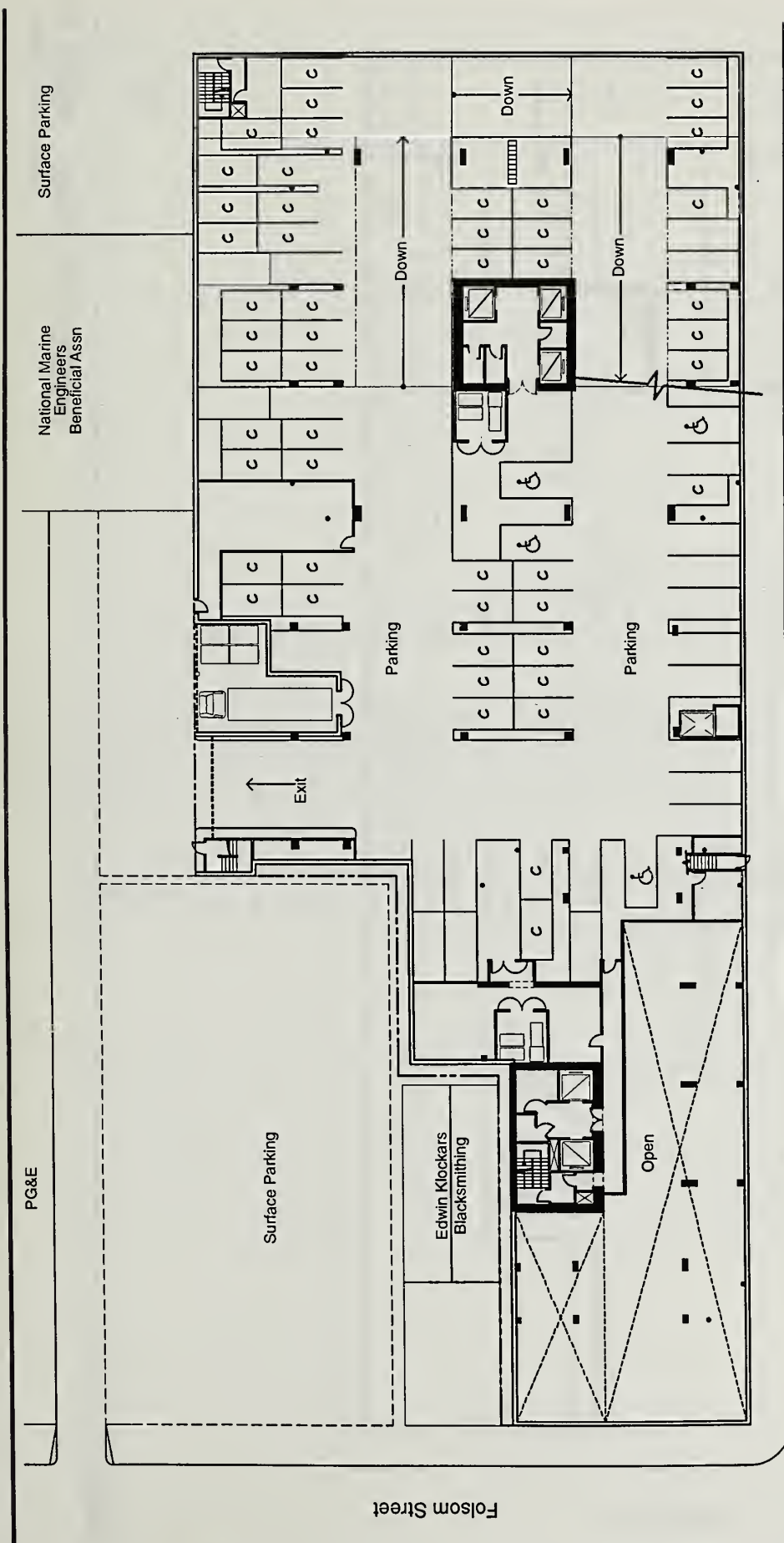
Source: Heller Mannus Architects

SECOND FLOOR PLAN **FIGURE 3**
First and Folsom Street



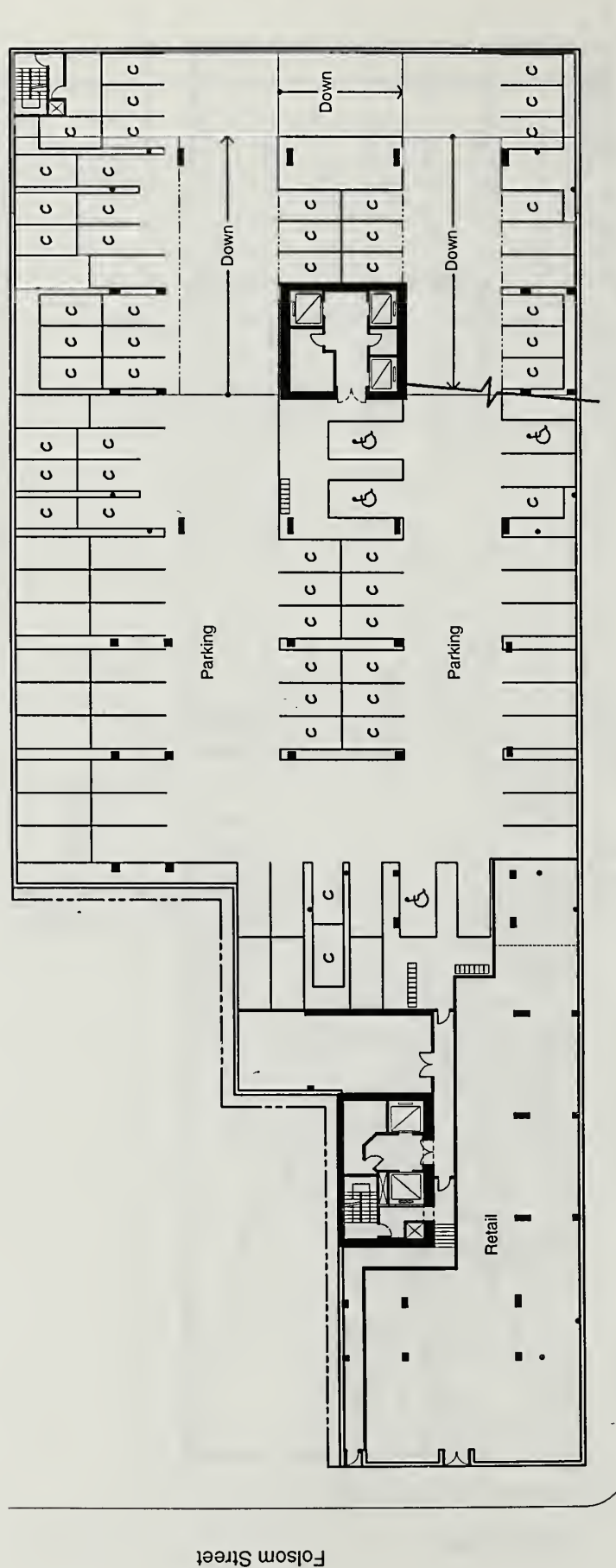
Source: Heller Mannus Architects

PARKING LEVEL ONE **FIGURE 4**
First and Folsom Street



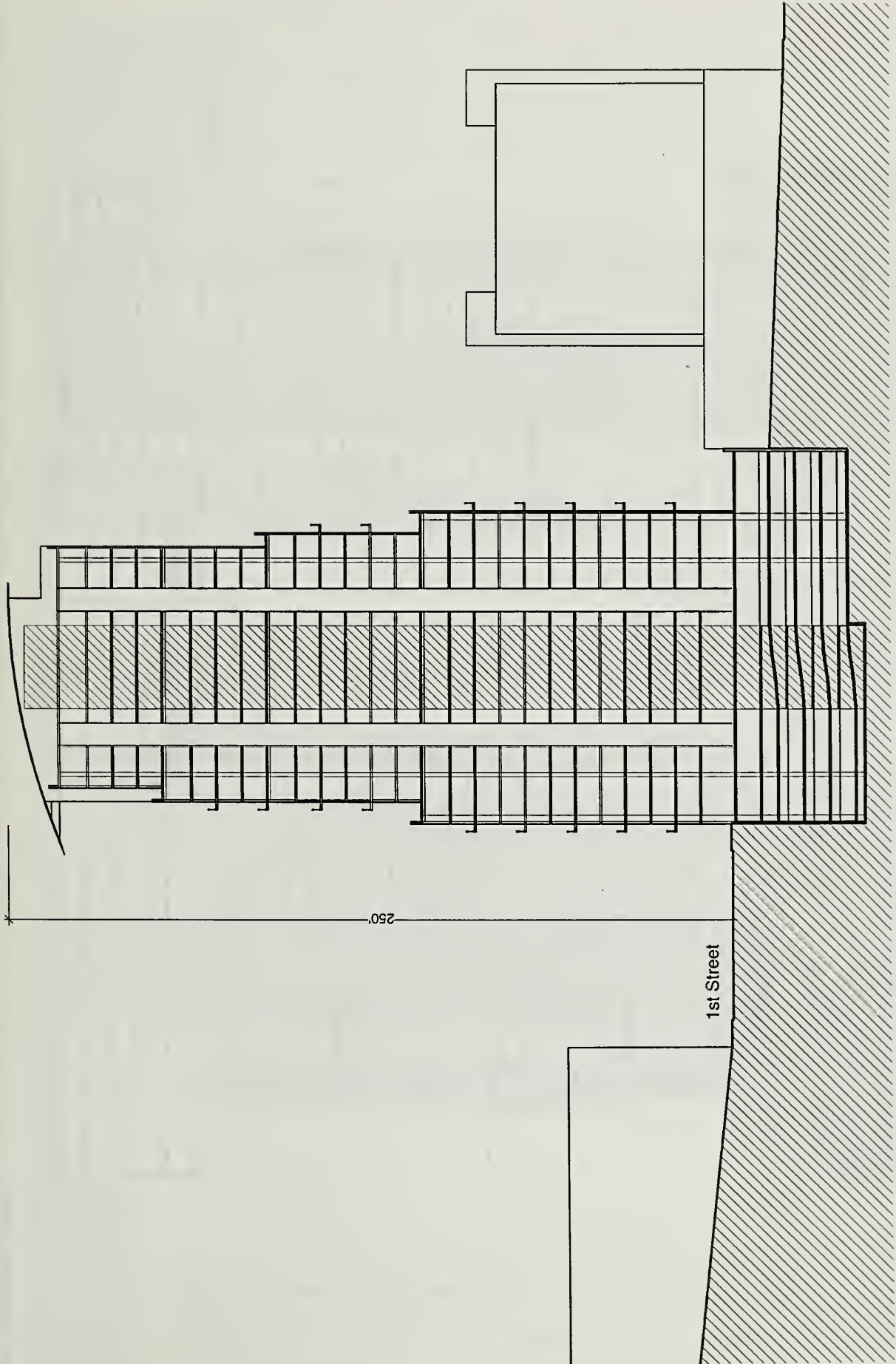
Source: Heller Mannus Architects

PARKING LEVEL TWO **FIGURE 5**
First and Folsom Street



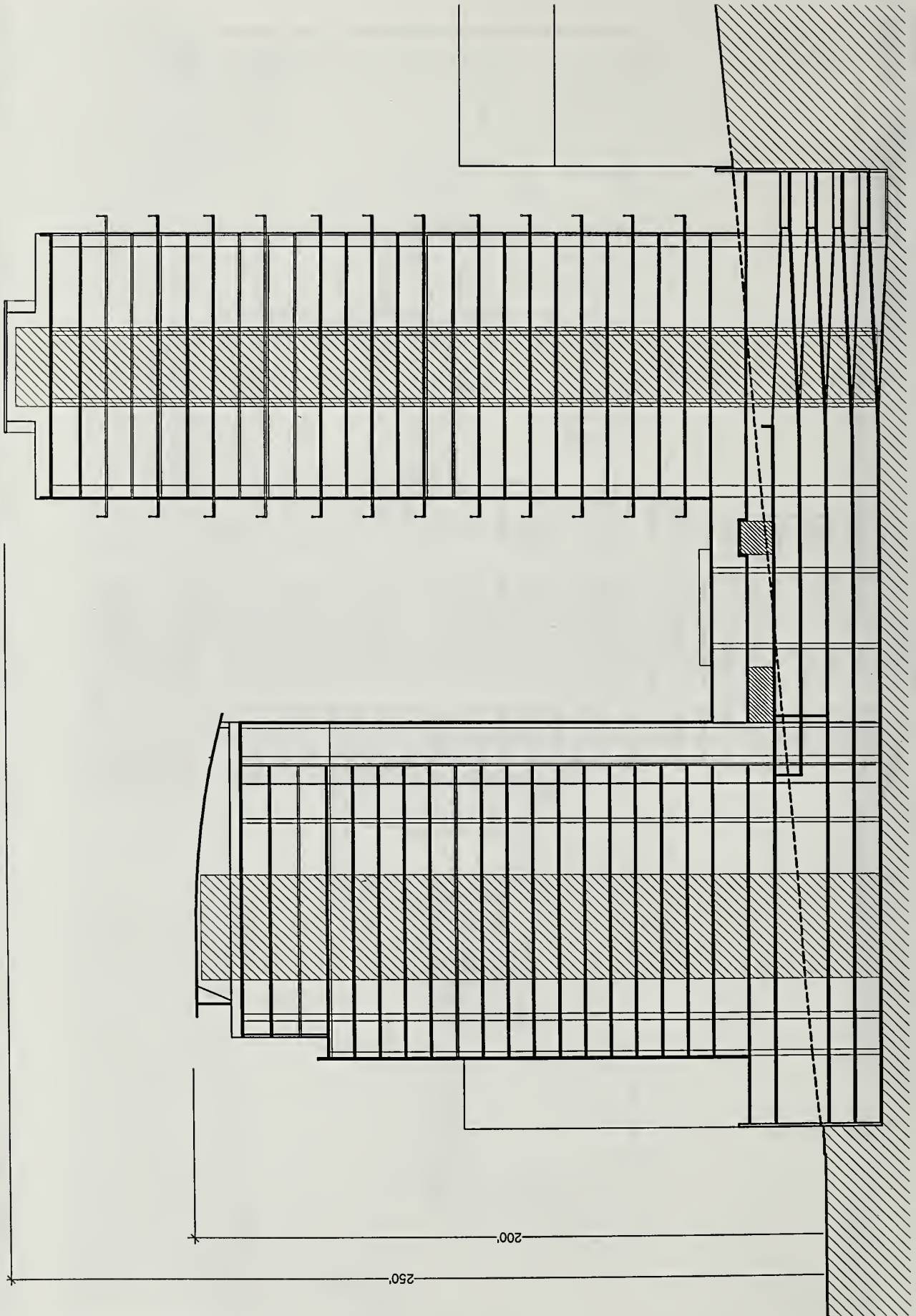
Source: Heller MannusArchitects

PARKING LEVEL THREE **FIGURE 6**
First and Folsom Street



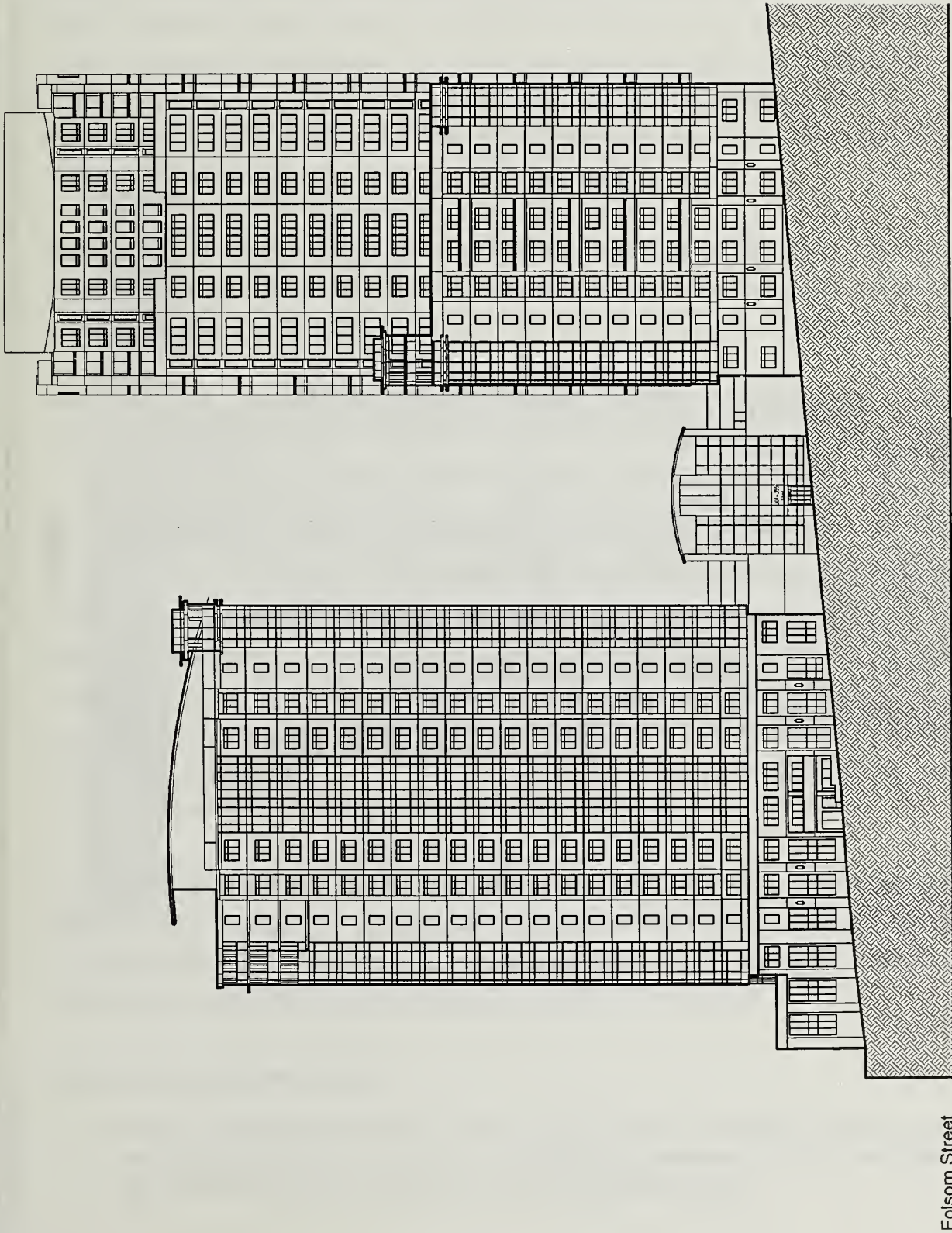
WEST/EAST SECTION **FIGURE 7**
First and Folsom Street

Source: Heller Mannus/Architects



NORTH/SOUTH SECTION **FIGURE 8**
First and Folsom Street

Source: Heller Mannus Architects

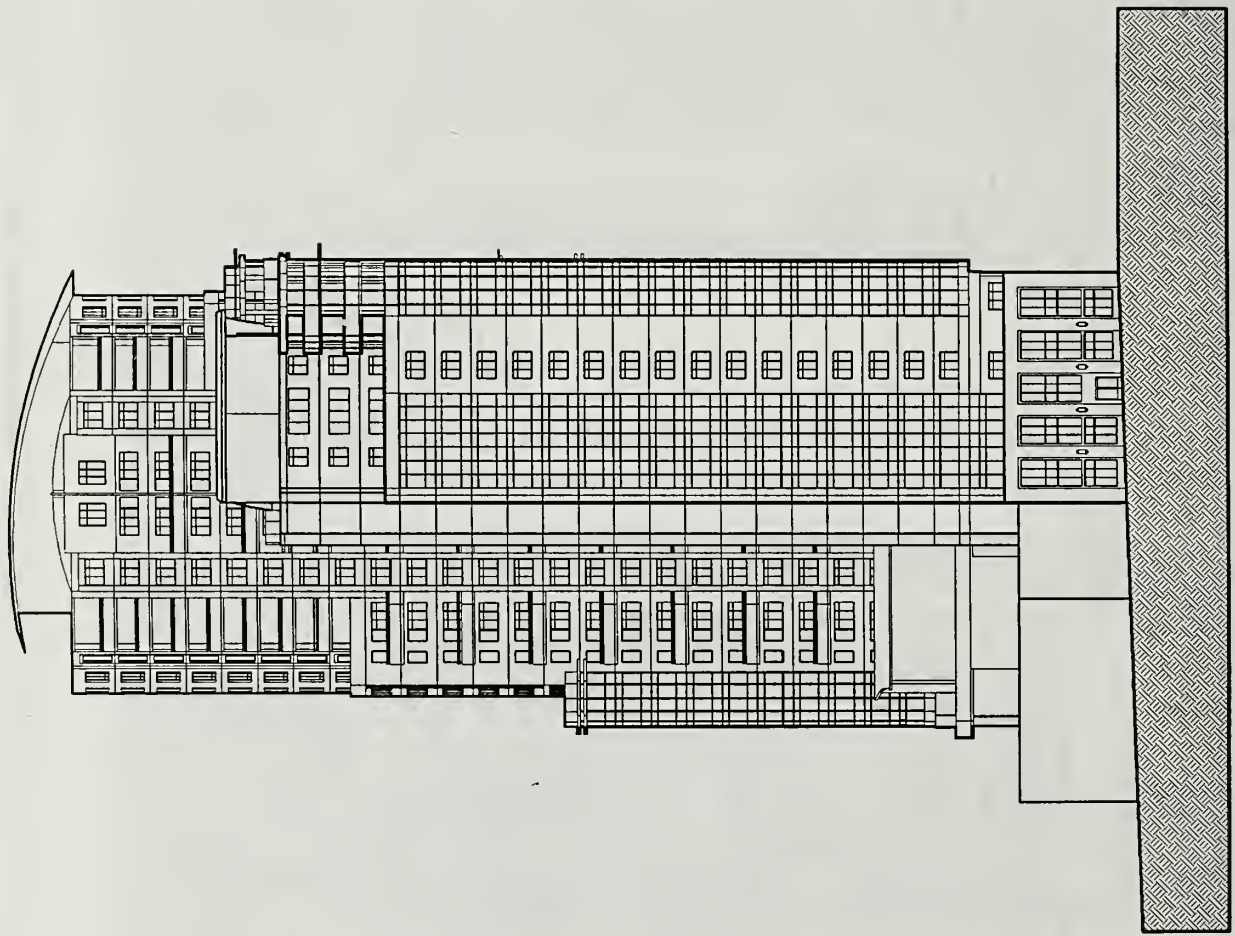


1st Street

Folsom Street

FIRST STREET ELEVATION **FIGURE 9**
First and Folsom Street

Source: Heller Mannus Architects



Folsom Street

The project sponsor is considering two variants for the off-street loading dock. Due to space constraints, the onsite access of either variant would be able to accommodate only the loading and garbage pickup areas, and not a secondary parking garage exit. Variant 1 would feature service access on Folsom Street, located within the footprint of the project site in its northwest corner. To accommodate the service entrance, this variant would have 803 fewer square feet of retail space (about, 4,210 square feet) along Folsom Street than the proposed project. Variant 2 would have a service access on First Street, located within the footprint of the project site in its southwest corner. This variant would have two fewer residential units (a total of 330) than the proposed project.

The project site is within an RC-4 (Residential-Commercial, Combined, High Density) District, and two Height and Bulk Districts: 200-R and 250-R. The project is within the Residential Subdistrict of the Rincon Hill Special Use District.

Project construction would take approximately two years. The project construction cost is estimated at \$45 million. The project sponsor is First/Folsom, LLC, and the project architect is Heller-Manus.

C. PROJECT APPROVAL REQUIREMENTS

This EIR will undergo a public comment period as noted on the cover, including a public hearing before the Planning Commission on the Draft EIR. Following the public comment period, responses to written and oral comments will be prepared and published in a Draft Summary of Comments and Responses document. The EIR will be revised as appropriate and presented to the Planning Commission for certification as to its accuracy, objectivity, and completeness. Certification of the EIR may be appealed to the Board of Supervisors. No permits may be issued or approvals granted before the Final EIR is certified.

The *Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the *Code*, or an exception is granted pursuant to provisions of the *Code*.

The proposed project would require:

- Conditional Use Authorization by the Planning Commission for a building higher than 40 feet in an R (Residential) District pursuant to Section 253 of the *Planning Code* and modification of the 80 percent site coverage limit because of the project site's slope;

II. Project Description

- As part of a Conditional Use Authorization as a Planned Unit Development (PUD), exceptions from the bulk limits of the R Bulk District for the proposed horizontal length and diagonal dimension of the north tower and horizontal length and diagonal dimension of the south tower, upper towers volume reduction requirement, and the minimum 150-foot tower separation requirement;
- As part of a Conditional Use Authorization as a PUD, exception to the requirement that off-street parking on the first two stories above grade cannot be within a 25-foot horizontal distance from the street grade, and an exception to the off-street loading space requirement.

The proposed project is within an RC-4 District, in the Residential Subdistrict of the Rincon Hill Special Use District (SUD), under *Planning Code* Section 249.1. The Rincon Hill SUD Residential Subdistrict permits dwelling units and retail if it is personal service or other commercial use as permitted in a C-2 District (Community Business), located at ground floor or below, and excludes types where customers arrive primarily by car. Uses along the street frontage at grade level shall be confined to residential lobbies, parking entrances and exits, offices and retail uses. At least one-half of the width of a new building parallel to and facing the street shall be devoted at grade level to building entrances or display windows. In addition, as part of a Planned Unit Development (PUD) in R Districts, commercial uses are permitted to the extent that such uses are necessary to serve residents of the immediate vicinity (Section 304(d)(5)). The residential units and neighborhood-serving retail space in the proposed project would conform with uses permitted in C-2 and R Districts.

A minimum of 50 percent of the building frontage above 50 feet in height shall be set back a minimum of 25 feet from the front property line. Folsom Street is defined as the project's front property line for purposes of this requirement, and the proposed project's street frontage along Folsom Street complies with this setback requirement.

Section 249.1(b)(1)(B) requires that a new building's site coverage shall not exceed 80 percent, except that on a sloping site, the site coverage restriction may be modified by Conditional Use Authorization to account for the changes in elevation, provided that site coverage above 50 feet does not exceed 80 percent. The project site coverage below 50 feet exceeds 80 percent, however, above 50 feet the site coverage would not exceed 80 percent, and conditional use authorization would be sought.

One square foot of open space is required per 13 square feet of gross floor area of dwelling units, and private usable open space shall be no more than 40 percent of the total open space required. For the project's 410,430 square feet of gross residential floor area, 31,572 square feet of open space is

required, which would be provided by the proposed project's 31,572 square feet of open space on the first two levels, and on levels 13, 17, 18 and 22. Approximately 12,629 square feet, or about 40 percent, of the open space would be private, which complies with the limit of 40 percent. In addition, in conformance with the Rincon Hill Plan of the *General Plan*, a pedestrian pathway would run along the south end of the project site.

Parking is required at one stall per dwelling unit. Within a 25-foot horizontal distance from a street grade, parking cannot occupy the first two stories above grade. Parking within 25 feet horizontal distance from a street grade on a small portion of the first story is included in the proposed project, hence an exception from this requirement under PUD Conditional Use Authorization would be needed to permit such parking. The project would also seek an exception to the off-street loading space requirement (Section 152), as two spaces are required and the project would provide one.

The project site is within two Height and Bulk Districts. The northwest portion of the site adjacent to Folsom Street and a slender portion on the south side of the project site are in the 200-R District, and the mid-southeast portion of the site is in the 250-R District. Building heights up to 200 and 250 feet are permitted in the 200-R District and the 250-R District, respectively, with bulk limits at 51-foot and 105-foot levels. The height limits are measured from the mid-point of the property line adjacent to each building to the roof of the subject building, and do not include parapets and mechanical penthouses of up to 16 feet in height. The proposed north tower is in the 200-R District, and at 200 feet (plus a 16-foot mechanical penthouse which is exempt from height limit as per *Planning Code* Section 260(b)(1)(B)), would comply with the 200-foot height limit. The proposed south tower is in the 250-R District, and at 250 feet (plus a 16-foot mechanical penthouse exempt from height limit as per Section 260(b)(1)(B)), would comply with the 250-foot height limit.

R Bulk District limitations take effect for buildings over 51 feet high, with more stringent bulk limitations for the portion of buildings over 105 feet high (*San Francisco Planning Code* Section 270(e)). Table 1 on the following page delineates the *Planning Code* limits for floor area, bulk dimensions, and volumes; the proposed floor areas, dimensions and volumes, and the differences between *Code* limits and the proposed project. Above 105 feet, the average floor area is limited to 7,500 square feet. In the proposed north tower, the average size of the floors above 105 feet would be 7,787 square feet. The average floor area of the south tower would be approximately 8,967 square feet. Conditional Use Authorization for exceptions from the limits for average floor size would be required for the project.

II. Project Description

Table 1 Project Bulk Dimensions				
Category	Code Limit	Proposed Project		Difference
Average Floor Limit Above 105 feet	7,500 sq.ft.	North Tower	7,787sq.ft.	+287 sq.ft.
		South Tower	8,967 sq.ft.	+1,467 sq.ft.
Bulk Dimensions Between 51 feet and 105 feet	200 feet Diagonally 200 feet Length	North Tower	138.9 feet 120.5 feet	-118.9 feet -79.5 feet
		South Tower	149 feet 114.5 feet	-51 feet -85.5 feet
Bulk Dimensions Over 105 feet	125 feet Diagonally 110 feet Length	North Tower middle 1/3	138.9 feet	+13.9 feet
		upper 1/3	129.8 feet	+4.8 feet
		South Tower middle 1/3	136.2 feet 125 feet	+11.2 feet -
		North Tower Levels 10-16	120.5 feet	+10.5 feet
		Levels 17-19	110.6 feet	+0.6 feet
		South Tower	114.5 feet	+4.5 feet
Volume of Building Above 105 feet	upper 1/3 is 15% less than middle 1/3	North Tower upper 1/3	6.8%	-8.2%
		lower 1/3	15%	-
	lower 1/3 is 15% more than middle 1/3	South Tower upper 1/3	9.2%	-5.8%
		lower 1/3	8.4%	-6.6%

Source: During Associates, June 2000.

Between a height of 51 feet and 105 feet, the bulk of a structure may not exceed 200 feet measured diagonally or exceed 200 feet in length (Table 270 of the *Planning Code*). The project would comply with this limit, since between 51 and 105 feet in height, the north tower's diagonal dimension is 138.9 feet and its length is 120.5 feet. Between 51 and 105 feet in height, the south tower's diagonal dimension is 149 feet and its length is 114.5 feet. For buildings above 105 feet in height, the upper two-thirds of the structure over 105 feet in height may not exceed 125 feet measured diagonally (Section 270(e)(2)). The middle third of the proposed north tower above 105 feet would have a diagonal dimension of 138.9 feet, which would exceed the limit by 13.9 feet, and the upper third would have a diagonal dimension of 129.8 feet, which would exceed the limit by 4.8 feet. One floor of the middle third of the south tower above 105 feet would have a diagonal dimension of 136.2 feet, which would exceed the limit by 11.2 feet, while the upper third and the remainder of the middle third would comply. Conditional Use Authorization for these exceptions to the diagonal dimension limits would be required.

In addition, each side of a building is limited to 110 feet in length, in the portion of the building above 105 feet in height (Section 270(e)(2)). Level 12 of the south tower is 114.5 feet long, exceeding the limit by 4.5 feet. Levels 10–16 of the north tower would be 120.5 feet long, exceeding the limit by 10.5 feet, and levels 17–19 would be 110.6 feet long, exceeding the limit by 0.6 feet. Conditional Use Authorization for this exception to the controls for horizontal dimensions would be required.

In the R Bulk District, the volume of the upper one-third of a structure above 105 feet shall be at least 15 percent less than the volume of the middle one-third above 105 feet, and the volume of the lower one-third of the structure above 105 feet shall be at least 15 percent more than the volume of the middle one-third above 105 feet (Section 270(e)(3)). For the project south tower, the volume of the upper one-third of the tower above 105 feet would be 9.2 percent (rather than 15 percent) less than the volume of the middle one-third of the tower above 105 feet and the volume of the lower one-third of the tower above 105 feet would be 8.4 percent (rather than 15 percent) greater than the volume of the middle one-third of the tower above 105 feet. For the north tower, the volume of the upper one-third above 105 feet would be 6.8 percent less (rather than 15 percent) than the volume of the middle one-third of the tower above 105 feet, and the volume of the lower one-third of the tower above 105 feet would be the same as (rather than 15 percent greater than) the volume of the middle one-third of the tower above 105 feet. Conditional Use Authorization for these exceptions to the volume reduction controls would be required.

The distance between the two towers would be approximately 80 feet, which is the approximate width of streets in the vicinity. This would be less than the 150-foot separation between structures required by the *Planning Code* Section 270(e)(4), and an exception for tower separation would be required by Conditional Use Authorization as part of the PUD.

Environmental plans and policies, like the '97 *Clean Air Plan*, directly address physical environmental issues and/or contain standards or targets that must be met in order to preserve or improve specific components of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

On November 4, 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the Planning Code and established eight Priority Policies. These policies are: preservation and enhancement of neighborhood serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office

II. Project Description

development; enhancement of resident employment and business ownership; earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project that requires an Initial Study under the California Environmental Quality Act (CEQA) or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The motion for the Planning Commission under Sections 303 and 304 will contain the analysis determining whether the project is in conformance with the Priority Policies.

If the project were to be approved by the Planning Commission, the project sponsor would be required to obtain building and related permits from the Department of Building Inspection. No building permit applications have been filed to date. A private agreement must be obtained by the project sponsor with the adjacent property owner for an easement south of Grote Place to allow vehicle access to the garage and to all truck maneuvering to access the loading dock.

III. ENVIRONMENTAL SETTING AND IMPACTS

An application for environmental evaluation for the First and Folsom Residential project was filed on August 27, 1999. On the basis of an Initial Study published on June 3, 2000, the San Francisco Planning Department determined that an Environmental Impact Report (EIR) is required for the project. The Initial Study determined that physical environmental effects related to population, housing, and employment; noise; utilities and public services; biology; geology/topography; water; energy; hazards; and cultural resources are not significant impacts, and hence, require no further discussion. (See Chapter VIII, Appendix A, for the Initial Study.) Therefore, the EIR does not further analyze these issues. The Initial Study also determined that environmental effects related to land use and visual quality/urban design, including light and glare are not significant impacts, but these two topics are included in this EIR for informational purposes and to orient the reader. Finally, the Initial Study also determined that effects related to transportation and operational air quality are potentially significant, and these topics are analyzed in this EIR.

Not all of the impacts presented in this chapter are physical environmental effects as defined by the California Environmental Quality Act (CEQA). Non-physical effects are included here for informational purposes only.

A. LAND USE, ZONING AND GENERAL PLAN

Land Use

SETTING

The approximately 38,000-square-foot project site is located at the northwestern corner of the block bounded by First, Folsom, Fremont, and Harrison Streets in San Francisco's Rincon Hill neighborhood. The site is currently occupied by a surface parking lot with approximately 125 spaces, although the lot can accommodate up to 200 vehicles with attendant parking. The remainder of the block bounded by First, Folsom, Fremont, and Harrison Streets is occupied by several office and institutional uses and the two-story historic landmark Edwin Klockars Blacksmith Shop. Land uses on the northeast side of the

block along Fremont Street include a two-story computer technology office building, a four-story Seafarer's Union building, a three-story Marine Engineers Union building, and the windowless PG&E Embarcadero Substation, approximately 117 feet high.

Two- to six-story office, retail, housing, restaurant, and live/work buildings are located on the west side of First Street facing the project site, and surface parking lots are on Folsom Street to the north and west of the site on Caltrans property that formerly contained the elevated Embarcadero Freeway. The approximately 15-story Bank of America clock tower is located on Harrison Street, south of the proposed project site. On the northwest corner of Harrison and First Streets is a gas station. The neighborhood surrounding the project site is characterized by a variety of building types and sizes, ranging from one story to 20 stories, and a variety of uses, including residential, office, wholesale, retail, warehouse, light industrial, auto service, parking, and nightclubs. Major public open spaces are not in the project vicinity.

The project site is about two blocks south of the Transbay Terminal, three blocks south of the Financial District, five blocks west of The Embarcadero, and about four blocks east of Moscone Convention Center. The Bay Bridge is about one block south of the site. One-half block south of the site, at First and Harrison Streets, is an on-ramp to the Bay Bridge. West of the project site, an elevated bus ramp extends in a north-south direction, leading from the Bay Bridge to the Transbay Terminal, located between First and Fremont and Mission and Howard Streets. Under the ramp from Folsom Street to north of Howard Street, the area is used as public parking which will be displaced for several years during the Bay Bridge Retrofit construction project.

A number of new projects are proposed, under construction, or recently completed near the project site. A 200-foot high residential building with approximately 54 units is proposed at 325 Fremont Street. Avalon Towers, a 225-unit residential building with two 20-story towers, about 150 feet in height as measured from Harrison Street, was recently completed along Beale Street, near the corner of Beale and Harrison Streets, two blocks east of the project site. A 200-foot tall residential building with 245 units is under construction at 400 Beale Street. A 16-story, 287-foot high headquarters building for The Gap is under construction at the northwest corner of Folsom Streets and the Embarcadero, five blocks northeast of the project site. The approved First and Howard Streets Project, one block northwest of the project site, is a complex of three nine-story office buildings, up to 158 feet in height, with 854,000 square feet of office, 32,800 square feet of ground-floor retail, and underground parking located on whole or partial blocks on three corners (northwest, southeast and southwest) of the intersection of First and Howard Streets. A 25-story high-rise office building is under construction at Howard and Fremont

Streets, one block north of the project site. A 17-story, 162-foot high, 414-room hotel is under construction at the northeast corner of Second and Folsom Streets, two blocks west of the project site. A seven-story, 88-foot high, 267,000-square-foot office building is proposed at 235 Second Street, between Clementina and Tehama Streets, one block west of the project site. San Francisco State University has proposed a downtown campus on part of the vacant Caltrans property on the north side of Folsom Street, across from the project site.

IMPACTS

The proposed project would be new construction of a two-tower residential building at 301-355 First Street. The proposed south tower would be 26 stories and 250 feet in height, and the north tower would be 21 stories and 200 feet in height. The building would contain 332 residential units (410,930 gross square feet), 5,000 gross square feet of retail, and 166,374 gross square feet of parking (410 spaces).

The addition of these uses on the site would replace the existing surface parking lot on the site. It would result in increased density on the site, both in terms of building mass and on-site population. Lastly, it would contribute to an intensification of development in the project vicinity. The project site is located in an area that supports a wide variety of mixed uses, including residential, office, wholesale, retail, warehouse, light industrial, auto service, parking, nightclubs, and other uses. The proposed project would convert a surface parking lot to a residential building. The existing parking lot at the site provides employment for a small number of individuals who would be displaced, while the retail uses of the proposed project would provide new employment for approximately 14 persons. Finally, the proposed project would not change the existing character of the project area, or disrupt or divide the physical layout of the area.

General Plan Policies

The Planning Commission would review the project in the context of applicable objectives and policies of the *San Francisco General Plan*. The *General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. In general, potential conflicts with the *General Plan* are considered by the decision-makers (normally the Planning Commission) independently of the environmental review process, as part of the decision to approve, modify, or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project. Some of the key objectives and policies of the General Plan are noted here:

Rincon Hill Plan

- Land Use Objective 1, to “Create a unique residential neighborhood close to downtown which will contribute significantly to the City’s housing supply.”
- Land Use Objective 2, to “Create space for additional uses which will provide needed services for the resident population.”
- Housing Objective 4, to “Provide quality housing in a pleasant environment that has adequate access to light, air and open space.”
- Urban Design Objective 7, to “Achieve an aesthetically pleasing residential community.”
- Urban Design Objective 8, to “Capitalize on the unique qualities of Rincon Hill, specifically its sweeping views of the Bay, its proximity to downtown, and its relationship to the waterfront and bay.”
- Urban Design Objective 9, to “Respect the natural topography of the Hill and follow the policies already established in the Urban Design Element which restrict height near the water and allow increased height on the top of hills.”
- Urban Design Objective 15, to “Encourage a human scale streetscape with activities and design features at pedestrian eye level.
- Recreation and Open Space Objective 16, to “Develop facilities for passive and active recreation serving residents, employees and visitors.”
- Recreation and Open Space Objective 17, to “link the area to the major public open spaces and to the waterfront promenade at the foot of the hill.”
- Circulation Objective 21, to “Create safe and pleasant pedestrian networks within the Rincon Hill area , to downtown and the bay.”
- Circulation Objective 24, to “Provide sufficient off-street parking space for residents.”

Residence Element

- Objective 1, Policy 1-2, to “Facilitate the conversion of underused industrial and commercial areas to residential use, giving preference to permanently affordable housing uses.”
- Objective 2, Policy 2-2, to “Encourage higher residential density in areas adjacent to downtown, in underutilized commercial and industrial areas proposed for conversion to housing, and in neighborhood commercial districts where higher density will not have harmful effects, especially if the higher density provides a significant number of units that are permanently affordable to lower income households.”
- Objective 2, Policy 2-3, to “Allow flexibility in the number and size of units within permitted volumes of larger multi-unit structures, especially if the flexibility results in creation of a significant number of dwelling units that are permanently affordable to lower income households.”
- Objective 7, Policy 7-2, to “Include affordable units in larger housing projects.”

Transportation Element

- Policy 30.5, to “In any large development, allocate a portion of the provided off-street parking for compact automobiles, vanpools, bicycles, and motorcycles commensurate with standards that are, at a minimum, representative of the city’s vehicle population.”
- Policy 40.1, to “Provide off-street facilities for freight loading and service vehicles on the site of new buildings sufficient to meet the demands generated by the intended uses. Seek opportunities to create new off-street loading facilities for existing buildings.”

Urban Design Element

- Objective 1, Policy 3, to “Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.”

Community Safety Element

- Policy 2.1, to “Assure that new construction meets current structural and life safety standards.”

No substantial conflict or inconsistency with *General Plan* objectives and policies have been identified. *General Plan* issues will be considered further during consideration of the project sponsor’s applications for *Planning Code* Sections 303 and 304 approval. At that time, further details regarding the project design will be available, and any identified potential inconsistencies would not be of a type or scale that would be considered a significant adverse environmental effect.

B. VISUAL QUALITY/URBAN DESIGN

The Initial Study determined that visual quality effects of the proposed project would not be significant (see Appendix A). However, existing visual quality and urban design conditions, and changes with the proposed project are included herein for informational purposes. Section II, Project Description, and Section III.A, Land Use and Zoning, describe the project location, the existing built environment on the project site and in the vicinity, and the proposed project.

SETTING

As noted in Section III.A, Land Use and Zoning, the project vicinity has buildings ranging from one to 20 stories. The bulk of the buildings in the area varies considerably and ranges from small one-story buildings to massive structures such as the Pacific Gas & Electric Embarcadero Substation in the same

III. Setting and Impacts

block as the proposed project. The architecture of the buildings in the area also varies considerably. The area was first developed with residential, and then with commercial and industrial uses, and many of the older buildings reflect this past development trend with a variety of architectural styles. In recent years, the neighborhood is being developed with residential, business service/multimedia, and office uses, which has resulted in a more pedestrian-friendly scale.

The architectural styles in the area include modern glass and concrete residential and commercial buildings, older industrial buildings, the post-war Bank of America clock tower, the Moderne Sailor's Union of the Pacific building at First and Harrison Streets, and the historic Edwin Klockars Blacksmith Shop adjacent to the project site. Although the area has a varied architectural character, it is decidedly urban. Contributing to this urban character, and a trait that most properties in the area share, is complete or nearly complete lot coverage.

To the east side of the project site is the Edwin Klockars Blacksmith Shop, City Landmark No. 149 (see Landmarks Preservation Advisory Board Case Report in Appendix C), at 449 Folsom Street. It was designated a City Landmark in 1982 because it represents a special and active link with the City's industrial history. The compact two-story, wood frame structure, topped by a parapet roof, was built in 1912, as a blacksmith shop, and continues to operate as one of the last of many smith shops in the City which produced metal parts and tools that found their way all over the country.¹ Although the architect is unknown, the building is a fine example of western vernacular architecture, which "western style" frame facade is similar to many buildings in late nineteenth century towns and villages in the American West.²

Traveling north from the project vicinity to the Financial District, the land uses become progressively more intense and office-oriented. The heart of the Financial District is dominated by high-rise modern office buildings, many of which are related to banking, finance, or commerce, intermixed with smaller buildings, generally dating to the early part of the twentieth century. West and south of the project vicinity is a former industrial area that is in the process of transition to non-heavy industrial uses. It is characterized by less intense development and lower building heights than the area north of the project site, and a mix of industrial and non-industrial uses.

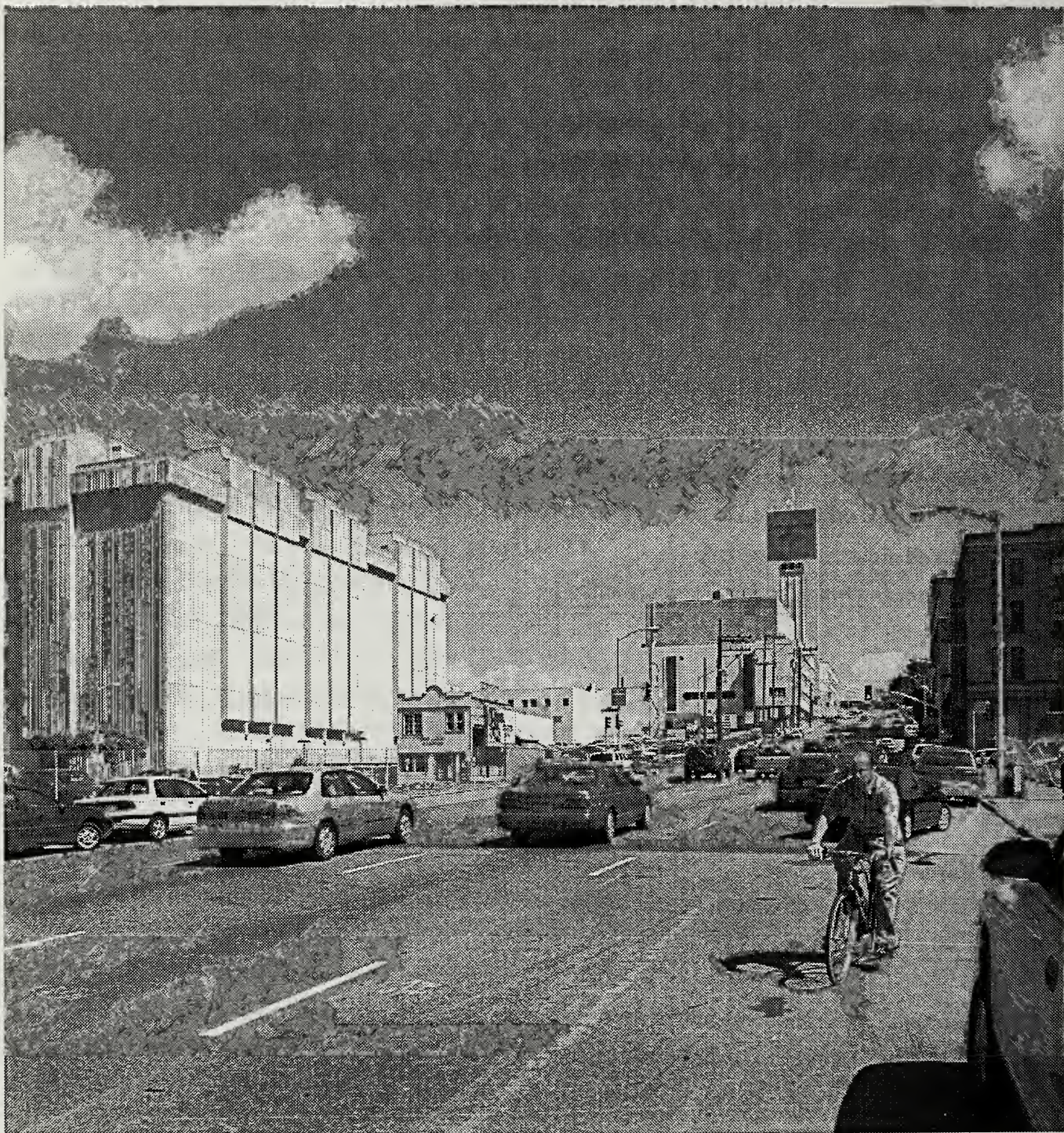
The project area is on the northern slope of Rincon Hill, and slopes downward to the north. The elevation of the project site ranges from approximately 40 to 60 feet above Mean Sea Level (MSL). Vantage points for scenic views of San Francisco and San Francisco Bay that are available in more

steeply sloped parts of the City are limited in the project area. In addition, street-level views are limited from most locations in the project area due to intervening buildings. Views in the area are generally available only from the upper floors of private buildings.

IMPACTS

The proposed project would result in a visual change at the site, since it would demolish an existing surface parking lot on First and Folsom Streets and construct 21-story and 26-story residential towers on the site. Figure 11A, page 36, is a view of the project site in its current state from Clementina Street looking south down First Street. Figure 11B, page 37, is a view of the project site in its current state from Harrison Street looking northeast towards the downtown area. Figures 12 and 13, pages 38 and 39, are photosimulations of the proposed project from the same two vantage points. The height and bulk of the proposed building would exceed most of the other buildings in the immediate vicinity. The approximately 15-story Bank of America clock tower is located on Harrison Street across from the proposed project block, and the Pacific Gas & Electric Embarcadero Substation at the southern corner of Folsom and Fremont Streets, in the same block as the proposed project, is approximately 117 feet high. As discussed above in III.A, Land Use and Zoning, several high-rise buildings within two blocks of the project have been proposed or recently completed, or are under construction. The proposed building would be a contemporary design that would integrate with surrounding buildings in the project area.

The proposed project would not physically affect nor alter the adjacent Edwin Klockars Blacksmith Shop, a City Landmark building. To attempt to respect the scale of the blacksmith building, the project from its 28-foot high level (the same height as the top of the adjacent blacksmith building's parapet) would be set back 25 feet from its lower-level Folsom Street façade. However, the proposed project would dwarf the Blacksmith Shop (see Figure 11A and Figure 12). The project would be much higher and more massive, and its contemporary design would contrast with the historic Blacksmith Shop. Although the architectural integrity of the historic landmark building would not be changed, there would be visual impact on the smaller building. To ensure that there would be visual compatibility between the project building and the historic building, the Planning Department and the project sponsor and project architect would consider factors that would include but not limited to the following: height and bulk, setback, fenestration and entrances/doors, and exterior materials. Thus, the project would not have a significant visual impact on the Landmark building.



Source: Square One Productions

VIEW OF EXISTING SITE, LOOKING SOUTHEAST FIGURE 11A



Source: Square One Productions

VIEW OF EXISTING SITE, LOOKING NORTH FIGURE 11B



Source: Square One Productions

PHOTOMONTAGE OF SITE WITH PROJECT LOOKING SOUTH FIGURE 12



Source: Square One Productions

PHOTOMONTAGE OF SITE WITH PROJECT LOOKING NORTHEAST **FIGURE 13**

The larger size and increased number of users of the proposed project would likely increase the amount of light emitted from the site, but would not substantially increase ambient light levels in the project area. Light and glare produced by the proposed project would be typical of structures nearby and throughout the City. The proposed project would not produce obtrusive glare that would substantially affect other properties and would comply with Planning Commission Resolution No. 9212, which prohibits the use of mirrored or reflective glass. The project would not, therefore, generate obtrusive light or glare substantially impacting other properties.

Views of the project site from First and Folsom Streets and surrounding areas would be altered by construction of the project. The proposed project would be higher than most existing nearby buildings, and would block or partially block some private scenic views available from surrounding buildings, including residences on the west side of First Street. Obstruction of these private views by the project would not be considered a significant environmental impact. The project would not obstruct any scenic views or vistas currently enjoyed from public parks or open spaces, and would not substantially alter the overall urban visual character of views from other locations.

Given the fact that the project would be within an urbanized landscape that includes other high-rises, the Bay Bridge, and an elevated bus ramp, it cannot be concluded that the project would be inconsistent with the dense, urban character of the surrounding area, would result in a substantial or demonstrable negative aesthetic effect, or substantially degrade the existing visual character of the site and its surroundings. Decision makers who will consider whether to approve or disapprove the proposed project, will review the proposed design further, and may nonetheless request changes in height, massing, materials, or other design elements.

NOTES — Visual Quality/Urban Design

¹ Final Case Report, Landmark Preservation Advisory Board, February 3, 1982. This report is on file and available for public review at the Planning Department, 1660 Mission Street, Suite 500, San Francisco.

² The *San Francisco General Plan, Rincon Hill Plan*, page II.3.18.

C. TRANSPORTATION/CIRCULATION

A transportation study for the proposed project was conducted by Wilbur Smith Associates.¹ The results are summarized in this section.

The proposed project would provide residential parking within a multi-level underground parking garage. There would be a total of 410 spaces, including 332 independently-accessible spaces and 78 tandem spaces. The parking garage would have two access points: the primary entrance/exit would be on First Street, plus a secondary exit to Grote Place (an alleyway with access from Folsom Street). The first parking level would also provide a drop-off area for the residential component of the proposed project. In addition, the project sponsor proposes the establishment of a 20-foot long white zone (passenger loading) and a 50-foot long yellow zone (freight/delivery vehicle loading) along the First Street frontage, adjacent to the residential lobby. The establishment of the project driveway and the proposed curb zones would result in the net decrease in approximately three on-street parking spaces (five spaces would be eliminated with the proposed project, but two spaces could be added with the removal of the driveways that serve the existing parking lot). The proposed project would provide an off-street loading dock with one delivery/loading space and a trash room. Access to the loading dock and trash room would be from Grote Place.

SETTING

Roadway Network

The proposed project is at the northwestern corner of First and Folsom Streets, one and one-half blocks north of Interstate 80. Folsom Street is a four-lane, one-way, eastbound arterial from Eleventh Street to Main Street, with on-street parking and sidewalks on both sides of the street. Parking is not permitted on both sides of the street from 6:00 a.m. to 9:00 a.m. In the project vicinity, MUNI bus lines 12–Folsom, 76–Marin Headlands, 80X–Gateway Express, 81X–Caltrain Express and 82X–Levi Plaza Express, and Golden Gate Transit run on Folsom Street. A bicycle lane runs along the south side of Folsom Street, between Third Street and The Embarcadero. First Street is a one-way southbound arterial with four travel lanes and on-street parking and sidewalks on both sides. It leads to an I-80 on-ramp. The MUNI 42–Downtown Loop bus line runs in the east lane of First Street in the project area.

Mission Street is a four-lane, west-east, arterial. It has metered parking on both sides, but parking is prohibited during the A.M. and P.M. peak period (7:00 to 9:00 a.m., and 3:00 to 6:00 p.m.) to enhance

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traffic capacity and to improve traffic flow. Howard Street is a two-way arterial with two travel lanes in each direction between The Embarcadero and Fremont Street, and a one-way arterial west of Fremont Street with four travel lanes in the westbound direction. Near the proposed project, on-street parking is provided on both sides of the street, but prohibited along the north curb during the P.M. peak period (4:00 to 6:00 p.m.). Harrison Street is a two-way arterial between The Embarcadero and Third Street, and one-way running in the southwest direction between Third and Tenth Streets, with on-street parking on both sides of the street near the project site. Bryant Street is a one-way eastbound arterial with four travel lanes between Second Street and Eleventh Street. Beale Street is a one-way southbound street with three travel lanes plus on-street parking. Fremont Street is a two-way north-south arterial with two travel lanes in each direction between Harrison and Folsom Streets. North of Folsom Street, Fremont Street operates one-way northbound only, with one to four travel lanes. Essex Street is a two-way north-south roadway with two travel lanes in each direction, and on-street parking on both sides. Second Street is a two-way street with two lanes in both directions, and on-street parking near the proposed project site.

Howard Street is one of the primary routes from downtown to the I-80 westbound on-ramp at Fourth/Harrison. First and Essex Streets provide access to eastbound I-80. Bryant Street also provides access to I-80 eastbound via on-ramps at Fifth Street and Sterling Street, and it is the primary route for vehicles exiting eastbound I-80 at the Fourth Street off-ramp. Two off-ramps from eastbound I-80 are located on Fremont Street (at Harrison Street, and mid-block between Howard and Folsom Streets).

The *General Plan* identifies Howard, Folsom, Harrison, Bryant, Beale, and Fremont Streets as Major Arterials. Mission, Harrison, Bryant, Beale, and Fremont Streets are identified as Transit Preferential Streets. Folsom, Howard, and Second Streets are identified as part of the San Francisco Citywide Bicycle Route program. Mission Street is identified as a Neighborhood Pedestrian Street and is part of the Citywide Pedestrian Network. Beale, Fremont, First, and Second Streets are designated as Neighborhood Commercial Streets within the Neighborhood Pedestrian Street Network.

Interstate 80 (I-80) provides the primary regional access to the project area, with U.S. Highway 101 (U.S. 101) also providing access to both the north and south of the project area, and Interstate 280 (I-280) providing regional access to the site from western San Francisco and the South Bay/Peninsula.

Intersection Operating Conditions

Existing intersection operating conditions were evaluated for the weekday P.M. peak hour (generally between 5:00 and 6:00 p.m.) at the following four intersections in the vicinity of the project site:

- First Street / Howard Street
- First Street / Folsom Street
- First Street / Harrison Street
- Fremont Street / Folsom Street

All four study intersections are controlled by traffic signals. Operating characteristics of signalized intersections are described by the concept of Level of Service (LOS). LOS is a qualitative description of an intersection's performance based on the average delay per vehicle. Intersection level of service ranges from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. LOS A through D are considered excellent to satisfactory service levels, and LOS E and F represent unacceptable service levels.

The three study intersections along First Street currently operate at unacceptable service levels during the weekday P.M. peak hour (at LOS E and F), and the intersection of Fremont/Folsom operates at LOS B. The high volume of traffic destined for the I-80 eastbound on-ramp results in congestion along First Street and streets approaching First Street. In addition, the high volume of traffic at the I-80 on-ramp at Essex/Harrison results in congestion along Essex Street. As a result of the queues on Essex Street, the eastbound approach of the intersection of Essex/Folsom operates with relatively high delays per vehicle.

It should be noted that these intersection operating conditions represent typical weekday P.M. peak period roadway conditions, when some congestion occurs on the regional freeway network (i.e., I-80 and the Bay Bridge). At these times, on-ramp capacity to the freeway is somewhat constrained, resulting in delays at nearby intersections (for example, at the intersections along First Street, as seen above). However, when substantial congestion occurs, due to incidents on the freeway or major events in San Francisco, the resulting queues at the on-ramps can severely degrade intersection operating conditions and affect local circulation patterns. As a means to manage congestion and reduce the blocking of intersections by vehicles, the San Francisco Department of Parking and Traffic (DPT) regularly

schedules Parking Control Officers to guide traffic along the First Street corridor during weekday P.M. peak periods.

Transit Network

The project site is well served by public transit, with both local and regional service provided nearby to the proposed project (see Figure 14, page 45). Local service is provided by the San Francisco Municipal Railway (MUNI) bus and light rail lines; nine MUNI routes have stops within two blocks of the project site. Service to and from the East Bay is provided by BART under Market Street and AC Transit buses from the Transbay Terminal, with 37 routes between the East Bay and San Francisco. The nearest BART stations (Embarcadero and Montgomery) are about 0.5 mile northwest of the project site, and the Transbay Terminal is two blocks northwest of the project site. Service to and from the North Bay is provided by Golden Gate Transit at the Transbay Terminal, and ferry service from the Ferry Building which is about one-half mile from the project site. Golden Gate Transit runs 22 commute bus routes, nine basic routes and 16 ferry feeder bus routes. Service to and from the Peninsula and South Bay is provided by Caltrain at its terminal located at Fourth and Townsend Streets about 1.0 mile south of the project site, with 66 trains (33 in each direction) each weekday; and by the San Mateo County Transit District (SamTrans), with 14 bus routes that serve San Francisco, and with the nearest stop at the Transbay Terminal.

Parking Conditions

Existing off-street parking conditions were examined, for the weekday midday period (1:00 to 3:00 p.m.) and the weekday evening period (7:00 to 9:00 p.m.), within a parking study area generally bounded by Mission Street to the north, Main Street to the east, Bryant Street to the south, and New Montgomery Street and Hawthorne Lane to the west. Existing on-street parking conditions were qualitatively assessed during the same time periods.

There are currently 44 public off-street parking facilities in the study area, accommodating about 6,590 parking spaces. These facilities operate at an average of 88 percent of capacity during the weekday midday period. Most of the parking facilities close sometime between 6:00 and 8:00 p.m. However, four facilities are open 24-hours a day. Combined, these facilities provide about 1,100 spaces and operate at about 50 to 60 percent of capacity during the weekday evening period. Overnight parking occupancy is lower.



In general, the on-street parking within the vicinity of the project site is comprised of metered and unmetered spaces, with 1-hour and 2-hour limits, and peak period tow-away regulations. On-street parking is provided along First and Folsom Streets adjacent to the project site. During the weekday midday period, the parking supply is generally completely occupied. During the evening, the occupancy is substantially lower due to the few nighttime uses in the area.

Pedestrian Conditions

In the vicinity of the proposed project, during both the midday and evening periods, overall pedestrian conditions on sidewalks and crosswalks were observed to be satisfactory. It should be noted, however, that during the weekday P.M. peak hour, vehicles often queue along First Street and its cross-streets due to the high volume of vehicles destined for the I-80 eastbound on-ramp. These queues frequently extend through intersections, resulting in vehicles blocking crosswalks. Under these conditions, it becomes somewhat difficult for pedestrians to cross the streets.

Bicycle Conditions

In the vicinity of the proposed project, Folsom, Howard, and Second Streets have been designated Citywide Bicycle Routes and are identified in the *San Francisco Bicycle Plan* (March 1997) by the Department of Parking and Traffic. The City is currently studying the installation of a north/south bicycle lane(s) on one or more streets between The Embarcadero and Seventh Street. Folsom Street has a five-foot wide bicycle lane along the south side.

In general, during both the weekday midday and evening periods, bicycle conditions were observed to be operating acceptably. However, some vehicle/bicycle conflicts occur at the intersection of Folsom and Essex Streets where vehicles turning right from Folsom Street to Essex Street often use the bicycle lane as a second right-turn lane due to congestion on Essex Street from the on-ramp to the Bay Bridge.

IMPACTS

Significance Criteria

As defined by the City and County of San Francisco, the operational impact at signalized intersections is considered significant when project-related traffic would cause the intersection level of service to

deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. For unsignalized intersections, the operational impact is considered significant when project-related traffic would cause the worst approach to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. The City and County of San Francisco has no formally adopted significance criterion for potential impacts related to transit, parking, pedestrian or bicycle impacts. The following commonly accepted criteria are applied to the analysis in this EIR. For transit effects, a project is typically considered to have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by existing or proposed transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in operating costs such that significant adverse impacts in transit service levels could result. Regarding parking, it is City policy to emphasize the importance of public transit use and discourage the provision of facilities that encourage private automobile use. Therefore, new or additional parking demand that cannot be met by existing or proposed parking facilities would not itself be considered a significant effect. With respect to pedestrian or bicycle impacts, the proposed project would be considered to have a significant effect on the environment if it were to result in substantial overcrowding on public sidewalks, create particularly hazardous conditions for pedestrians or bicyclists, or otherwise interfere with pedestrian or bicycle accessibility. Generally, construction-related impacts would not be considered significant due to their temporary nature.

Impact Analysis

The traffic analysis examines project-generated impacts that would occur upon completion and full occupation of the project, as well as the project's contribution to future cumulative impacts for the year 2015.

Project Travel, Loading, and Parking Demand

The person-trip generation for the proposed residential and retail uses would include residents, employees and visitors to the proposed project. Although the proposed project would displace the parking lot currently on the project site, these vehicles would still park in the area and would therefore remain on the local roadway network. As such, these proposed project trip generation would be an addition to these existing trips.

The proposed project would generate approximately 3,657 person-trips (inbound and outbound) on a weekday daily basis, with about 80 percent of these trips generated by the residential units. During the weekday P.M. peak hour, the proposed project would generate about 531 person-trips, with about 94

percent generated by the residential units. About 345 of the 531 weekday P.M. peak hour trips would be inbound to the site (65 percent), and about 186 would be outbound from the site (35 percent).

The project-generated person-trips were assigned to travel modes in order to determine the number of auto, transit and “other” trips. “Other” includes walking, bicycle, motorcycle, taxi and additional modes. During the weekday P.M. peak hour, about 42 percent of all person-trips would be by auto, 21 percent by transit, and 37 percent by other modes. The proposed project would generate about 177 vehicle-trips during the weekday P.M. peak hour, of which 117 vehicles (66 percent) would be inbound to the project site, and 60 vehicles (34 percent) would be outbound from the site.

The distribution of trips for the residential and retail uses was based on the origin/destination of a specific trip, and is separated into the four quadrants of San Francisco (Superdistricts 1 through 4), East Bay, North Bay, South Bay and outside the region. A majority of the residential trips during the weekday P.M. peak hour would come to and from Superdistrict 1, with smaller percentages to and from Superdistrict 3, the East Bay and South Bay. The retail employee and visitor trips would be distributed throughout San Francisco and the region. These distribution patterns were used as the basis for assigning project-related trips to the local streets in the study area, and the local and regional transit operators.

Parking demand consists of both long-term demand (typically residents and employees) and short-term demand (typically visitors and patrons). Overall, the proposed project would generate a total parking demand for 429 spaces, of which 97 percent would be generated by the residential units.

Freight delivery and service vehicle demand was estimated at approximately 13 delivery/service vehicle trips per day. This would correspond to a demand for less than one loading space during both an average hour and the peak hour of loading activities. It is anticipated that most of the delivery/service vehicles that would be generated by the proposed project would consist of small trucks and vans.

Traffic Impacts

The following four intersections in the vicinity of the project site were analyzed for intersection Level of Service (LOS) during the weekday P.M. peak hour (generally between 5:00 and 6:00 p.m.):

- First Street / Howard Street
- First Street / Folsom Street
- First Street / Harrison Street
- Fremont Street / Folsom Street

The proposed project would generate 117 inbound and 60 outbound vehicle trips during the weekday P.M. peak hour. Table 2 below presents a comparison of the Existing and Existing plus Project intersection levels of service for the weekday P.M. peak hour. The addition of project-generated traffic would result in minor increases in the average delay per vehicle at the study intersections; however, all intersections would continue to operate at the same service levels as under the Existing conditions.

Table 2 Intersection Level of Service Existing and Existing plus Project Conditions						
Intersection	Existing			Existing plus Project		
	Delay	LOS	v/c	Delay	LOS	v/c
First Street / Howard Street	42.5	E	1.09	59.4	E	1.17
First Street / Folsom Street	> 60	F	1.17	> 60	F	1.30
First Street / Harrison Street	> 60	F	1.24	> 60	F	1.24
Fremont Street / Folsom Street	9.2	B		9.3	B	

Source: Wilbur Smith Associates, January 2000.

Notes:

Delay presented in seconds per vehicle.

v/c (volume to capacity) ratio presented for all intersections operating at LOS E or F.

In general, the left-most travel lane (east lane) on First Street does not experience the same amount of congestion as the other three travel lanes. Since this lane does not go to the Bay Bridge on-ramp (vehicles must turn left onto Harrison Street before reaching the on-ramp), the traffic volumes are relatively low, especially for the block between Folsom and Harrison Streets. Since vehicles destined for the project building would tend to use this left-most lane, they would not substantially worsen the operations at the intersections along First Street.

Transit Impacts

The availability of transit service capacity was analyzed in terms of a series of screenlines. The concept of screenlines is used to describe the magnitude of travel to or from the greater downtown area, and to compare estimated transit volumes to available capacities. Screenlines are hypothetical lines that would be crossed by transit riders traveling between downtown and its vicinity and other parts of San Francisco and the region.

The proposed project would generate approximately 109 transit trips (71 inbound and 38 outbound) during the weekday P.M. peak hour. Transit trips to and from the proposed project would utilize the nearby MUNI lines and transfer to other MUNI bus and light rail lines, or regional transit providers including Caltrain, SamTrans, AC Transit, Golden Gate Transit and BART. During the weekday P.M. peak hour, a majority of the person-trips generated by the project's residential units are inbound to the site. As such, most of the transit trips generated by the proposed project during the weekday P.M. peak hour would be coming from other parts of San Francisco, plus the East Bay, North Bay and South Bay, to the proposed project. These trips would generally be in the reverse-commute direction, which typically has lower ridership than the outbound commute direction. As such, the addition of the project-related transit trips in the inbound direction would not substantially affect transit conditions.

Analysis of MUNI transit impacts focuses on the increase in transit patronage in the outbound direction during the weekday P.M. peak hour. MUNI trips are measured at the four screenlines in the outbound direction from downtown, as the majority of MUNI patrons during the P.M. peak hour are traveling in the outbound direction. It was estimated that 86 percent of the project-generated transit trips would use MUNI within San Francisco. The addition of the project-generated riders to the four MUNI transit screenlines would not substantially increase the number of passengers to change the peak hour capacity utilization. Capacity utilization would remain similar to those under Existing conditions, and all screenlines and sub-corridors would continue to operate below the MUNI capacity utilization standard of 1.0.

The analysis of regional transit impacts also focuses on the increase in transit patronage in the outbound direction during the weekday P.M. peak hour. For the purpose of measuring impacts, transit trips are measured at the three regional screenlines in the outbound direction from downtown, as a majority of patrons in the evening are traveling in the outbound direction. It is estimated that approximately three transit trips would be destined for the South Bay and two to the East Bay during the weekday P.M. peak hour. In general, the addition of project-related passengers on the regional transit providers (BART, AC Transit, Golden Gate Transit, SamTrans, or Caltrain) would not have a substantial impact during the weekday P.M. peak hour. Capacity utilization for all screenlines would remain the same as under Existing conditions.

Parking Impacts

The project would supply a total of 410 parking spaces. This includes 332 self-park spaces and 78 tandem-parking spaces. There would be one independently-accessible space for each residential unit

(332 spaces for 332 units), plus an additional 78 tandem-parking spaces. Among the 332 spaces would be 13 handicapped spaces. The project would also provide 75 to 100 bicycle spaces. Parking would not be provided for the retail use. The proposed project would meet the San Francisco *Planning Code* requirement of 332 parking spaces (independently accessible), 13 handicapped spaces and 17 bicycle spaces. The proposed project would contain 5,013 gross square feet of retail space, which would correspond to less than 5,000 of occupied square feet. The *Planning Code* does not require parking for retail space of less than 5,000 occupied square feet.

The project would generate a total parking demand for about 442 spaces, of which 430 would be long-term residential demand, three would be long-term retail demand, and nine would be short-term retail demand. Since the project would provide a total of 410 parking spaces for residents, it would not accommodate the long-term parking demand for residents (a shortfall of about 20 spaces), and would not accommodate the long-term or short-term parking demand generated by the retail uses (a shortfall of about 12 spaces). In addition, the project would not accommodate the parking demand associated with the retail employees and visitors – approximately 12 spaces. Any parking demand not accommodated at the project could be accommodated on-street, or through individual arrangements at nearby off-street facilities.

The development of the project would displace the existing public parking facility on the project site, resulting in the elimination of about 125 parking spaces (with the ability to accommodate up to 200 vehicles with attendant parking). In addition, the proposed installation of the white and yellow zones and garage driveway on First Street would result in the elimination of about three on-street parking spaces. The reduction in off-street parking supply due to construction of the project would increase the current occupancy of area-wide public off-street parking facilities from an average of 88 percent of capacity during the weekday midday period to about 90 percent.

In general, parking shortfalls relative to demand are not considered significant environmental impacts in the urban context of San Francisco. Parking deficits may be inconvenient for drivers, but are not significant physical impacts on the environment. In support of the City's "Transit First" policy that encourages a shift from the use of personal automobiles to public transit use, priority is given to transit improvements before developing transportation improvements that would encourage the continued use of the automobile. Faced with substantial parking shortages, drivers generally seek and find alternative parking facilities or shift modes of travel (e.g., public transit, taxis, or bicycles).

Pedestrian Impacts

The proposed project would add up to 300 pedestrian trips to the surrounding streets during the weekday P.M. peak hour. These new pedestrian trips could be accommodated on the existing sidewalks and crosswalks adjacent to the project site, and would not substantially affect pedestrian conditions on both First and Folsom Streets.

Bicycle Impacts

San Francisco has no adopted significance criterion or policy for impacts related to bicyclist access and safety. The project would be considered to have a significant effect on the environment if it would create particularly hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and to adjoining areas.

The project site is within convenient bicycling distance of downtown San Francisco and the Financial District, plus the major transit hubs (Ferry Building, Transbay Terminal and Caltrain station). As such, some of the “other” trips generated by the proposed project would be bicycle trips.

As noted above, bicycle travel on the routes nearby to the project site generally occurs without major impedances or safety problems. The project would result in an increase in the number of vehicles in the vicinity of the project site, but this increase would not be substantial enough to affect bicycle travel in the area. In addition, the project would not provide any additional curb-cuts or driveways on Folsom Street that may affect the bicycle lane operations.

Loading Impacts

The proposed loading space would accommodate the anticipated demand. The proposed project would provide an off-street freight loading dock with one loading space. Access would be from Grote Place, off of Folsom Street. The project would generate a demand for less than one loading space during both an average hour and the peak hour of loading activities. In addition, the project sponsor proposes to establish a 50-foot long yellow freight loading zone and a 20-foot long passenger loading zone on First Street. Although the project would not meet the off-street freight loading space requirement of the *Planning Code*, under *Planning Code* Section 152, the proposed project would be required to provide two off-street freight loading spaces for the residential uses, but parking would not be required for the proposed retail use.

Freight/delivery truck access would be via Grote Place, a north-south alleyway located off Folsom Street (approximately 170 feet west of First Street). Grote Place can only accommodate one-way travel (either northbound or southbound) at one time. Since Grote Place would provide vehicular access to both the loading dock (both inbound and outbound) and the parking garage (outbound only), there would be the potential for conflicts between outbound residential vehicles and freight/delivery vehicles, and between inbound and outbound freight/delivery vehicles. To reduce the potential conflicts on Grote Place, the project sponsor has proposed to establish a yellow loading zone on First Street, to serve as the primary location for service and delivery vehicles. The proposed yellow loading zone, in combination with the proposed 20-foot long white zone, would also be able to accommodate large moving vans, such as semi tractor-trailers, which would need to make prior arrangements with building management. In addition, the project sponsor has proposed to restrict use of the loading dock to garbage trucks and prearranged move-ins and move-outs only. During the times that the loading dock would be in use, the egress from the project garage to Grote Place would be blocked via a gate mechanism. By restricting the number of vehicles that would use the loading dock, and by blocking the exit to Grote Place when the loading dock would be used, the potential for conflicts would be substantially reduced.

The variants in loading dock placement would avoid potential conflicts on Grote Place; however, trucks backing into the loading dock off of Folsom Street (Variant 1) would require careful monitoring of traffic to avoid conflicts with traffic and the bicycle lane. For Variant 2, with the loading dock off First Street, trucks entering and exiting would need to avoid P.M. peak period use and blocking the MUNI 42-line.

Construction Impacts

Construction of the proposed project is expected to take approximately two years, from the fall of 2000 to the summer of 2002. Any construction traffic occurring between 7:00 and 9:00 a.m. or between 3:30 and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact.

Construction staging would occur primarily within the site and from First Street and Grote Place (including a vacant 25-foot by 80-foot parcel on the east side of the project site). It is anticipated that the east side sidewalk along First Street would be closed throughout the construction duration, and a temporary pedestrian walkway would be constructed in the adjacent parking lane. The project sponsor does not anticipate that any traffic lanes would need to be closed during the construction duration, but if temporary traffic lane closures are needed, the closures would be coordinated with the City in order to minimize impacts on local traffic and MUNI service. MUNI bus stops would not need to be relocated

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during construction of the proposed project, but if temporary MUNI bus stop relocation is needed, it would be coordinated with MUNI's Chief Inspector.

Throughout the construction period, there would be a flow of construction-related trucks into and out of the site. The impact of construction traffic would be a temporary lessening of the capacities of local streets due to the slower movement and larger turning radii of trucks. This may affect both traffic and transit operations. The maximum number of construction-related trucks would be 150 per day during the finishing phase.

It is anticipated that a majority of the construction-related truck traffic would use I-80 (to and from the East Bay) and I-280 (to and from San Francisco and the South Bay). For access to the site from I-80 westbound, trucks would be routed to the site via the Harrison Street off-ramp to Fremont Street, Howard Street and First Street, and would return to I-80 eastbound via the First Street on-ramp. For access to the site from I-280, trucks would be routed to the site via the Sixth Street off-ramp to Sixth Street, Folsom Street and First Street, and would return to I-280 via Harrison Street to Sixth Street to the Sixth Street on-ramp.

There would be between 30 and 100 construction workers per day at the project site. The peak construction period in terms of the required number of construction workers would occur during the finishing of the building (about six months) when there are anticipated to be an average of 200 workers per day. Trip distribution and mode split data are not available for the construction workers. However, the addition of worker-related vehicle or transit trips would not substantially affect the transportation conditions.

Construction workers would cause a temporary parking demand. The project would be able to provide construction worker parking at the project site after the completion of the parking garage (approximately six months into the schedule).

Construction activities associated with the project would likely occur at the same time as other ongoing and proposed projects in the vicinity. The cumulative construction of multiple projects may result in temporarily increased congestion in the area, plus inconveniences to motorists, pedestrian and transit patrons. In order to reduce the combined effect of these construction impacts, each project sponsor would work with the various City Departments to develop a detailed and coordinated plan that would

address construction vehicle routing, traffic control, transit service and pedestrian movements in the area.

The following improvement measures would assist in minimizing construction impacts:

- Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by the San Francisco Department of Parking and Traffic (DPT)) would minimize disruption of the general traffic flow on adjacent streets during the A.M. and P.M. peak periods.
- The Project Sponsor and construction contractor(s) would meet with the Traffic Engineering Division of DPT, the Fire Department, MUNI, and the Planning Department to determine feasible measures to reduce traffic congestion, including potential transit disruption and pedestrian circulation impacts during construction of the project.
- The contractor would need to determine the location of an off-site parking facility to meet the parking demand by construction workers during the construction period.

2015 Cumulative Impacts

Future 2015 Cumulative traffic volumes were developed by applying an annual growth rate of 1.0 percent per year (for a compounded total of 16.1 percent for the 15 years between 2000 and 2015) to the Existing weekday P.M. peak hour traffic volumes. The future conditions assumed the planned modifications to the westbound I-80 off-ramp to Fremont Street, involving the reconstruction of the current off-ramp (which touches down on Fremont Street mid-block between Howard and Folsom Streets) and the establishment of a second leg of the off-ramp which would touch down at the intersection of Fremont/Folsom Streets.

A number of improvements have been identified for the roadways in the study area that could affect the traffic circulation in the area by the year 2015:

- The *Replacement of the Embarcadero Freeway and Terminal Separator Structure FEIS/FEIR* included the restriping of First Street to provide for another through lane and a right-curb transit lane. However, the proposed changes to First Street have recently been revised. The current plan is to maintain the two through lanes that lead to the I-80 eastbound on-ramp, but the travel lanes will be widened to between 10 and 12 feet. In addition, the current bus-only lane will be maintained, but narrowed from its current width of 19 feet.
- As part of the Transbay Redevelopment Area Plan, developed by the San Francisco Redevelopment Agency and described in the Transbay Redevelopment Area Plan Transportation Study Final Report, April 1998, improvements included converting Folsom Street to two-way operations between Main and Second Streets. Currently, Folsom Street is two-way between The Embarcadero and Main Street, and one-way eastbound between Main and Tenth Streets. The proposed conversion is currently under review by DPT and the San Francisco Redevelopment Agency. However, it is unlikely that Folsom will be converted to two-way

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operations between Main and Second Street, especially with the relocation of the Fremont Street off-ramp to the intersection of Fremont/Folsom Streets. It should be noted that the transportation study recently conducted for the proposed development at First and Howard Streets evaluated traffic operations with and without two-way operation on Folsom Street. The analysis indicated that, in general, the LOS operating condition at the intersections of First/Howard and First/Folsom would be somewhat better with two-way operation.

- As part of the San Francisco Bicycle Plan, a bicycle lane was proposed for Howard Street. DPT has restriped Howard Street to provide a wider curb lane, but does not have plans to add a striped bicycle lane.

Table 3 presents the results of the 2015 Cumulative intersection operating conditions for weekday P.M. peak hour. Under the 2015 Cumulative conditions, two study intersections along First Street (at Folsom Street and at Harrison Street) would continue to operate at LOS F, and the intersection of First/Howard would degrade from LOS E under Existing conditions to LOS F. In addition, the intersection of Fremont/Folsom would change from LOS B to LOS C, due to the growth in traffic volumes and the reconfiguration of the intersection to accommodate the new off-ramp.

Table 3 Intersection Level of Service 2015 Cumulative Conditions			
Intersection	Delay	LOS	v/c
First Street / Howard Street	> 60	F	1.30
First Street / Folsom Street	> 60	F	1.44
First Street / Harrison Street	> 60	F	1.40
Fremont Street / Folsom Street	22.9	C	

Source: Wilbur Smith Associates, January 2000.

Notes:

Delay presented in seconds per vehicle.

v/c (volume to capacity) ratio presented for all intersections operating at LOS E or F.

To assess the effect of project-generated traffic on 2015 Cumulative conditions, the proposed project's percent contribution to the 2015 Cumulative traffic volumes was determined. Two different percent contributions were calculated: the project-generated traffic as a percent of total 2015 Cumulative traffic volumes, and the project-generated traffic as a percent of the increase in traffic volumes between Existing and 2015 Cumulative conditions. The percent contributions were calculated for all five study intersections, and are presented in Table 4.

Table 4 Proposed Project's Contribution to Traffic Volumes					
Intersection	Existing Volume	Project Volume	2015 Cumulative Volume	Contribution to Total 2015 Cumulative Volume	Contribution to Growth in Volumes
First / Howard	2,788	89	3,323	2.7%	16.6%
First / Folsom	2,268	117	2,748	4.3%	24.4%
First / Harrison	2,898	36	3,398	1.1%	7.2%
Fremont / Folsom	1,215	49	1,864	2.6%	7.5%

Source: Wilbur Smith Associates, April 2000.

As Table 4 indicates, the proposed project would contribute between 1.1 and 4.3 percent to the total 2015 Cumulative traffic volumes. The proposed project's percent contribution to the growth in traffic volumes between Existing and 2015 Cumulative conditions would be between 7.2 and 24.4 percent. The percent contribution would be highest at the intersections leading to the project site (i.e., First/Howard and First/Folsom). This incremental addition of traffic from the proposed project would be considered a significant cumulative impact on traffic conditions at nearby intersections.

MUNI transit screenline analysis and regional transit screenlines for future 2015 Cumulative conditions were taken from the Guidelines, and based on the work conducted for the Transbay Terminal Redevelopment Area Plan Transportation Study and Mission Bay, updated to reflect more-recent ridership data. These numbers include several changes to the transit network, including the operation of the Third Street light rail and the F-Market extension to Fisherman's Wharf.

Between Existing and 2015 Cumulative conditions, the projected MUNI ridership is expected to approach or exceed the capacity at all screenlines. The project-generated transit trips that would cross the MUNI screenlines would have a minimal contribution to the cumulative transit ridership, and alone would not substantially affect the peak hour capacity utilization of each screenline. Regional transit ridership is projected to exceed the capacity at the East Bay screenline, whereas the North Bay and South Bay screenlines would operate at less than 100 percent of capacity. The proposed project would have a minimal contribution to the cumulative regional transit ridership, and alone would not substantially affect the peak hour capacity utilization of each regional screenline.

NOTE — Transportation/Circulation

¹ Wilbur Smith Associates, *301-355 First Street Transportation Study, Case No, 1999.579E*, July 14, 2000. This report is on file and available for public review at the Planning Department, 1660 Mission Street, Suite 500, San Francisco.

D. AIR QUALITY

SETTING

The Bay Area Air Quality Management District (BAAQMD) operates a regional monitoring network which measures the ambient concentrations of six air pollutants (the "criteria pollutants"): ozone (O_3), carbon monoxide (CO), fine particulate matter (PM_{10}), lead (Pb), nitrogen dioxide (NO_2) and sulfur dioxide (SO_2).

The federal Clean Air Act and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standards are not met as "non-attainment areas." Because of the differences between the national and state standards, the designation of nonattainment areas is different under the federal and state legislation. On the basis of the monitoring data, the Bay Area had been designated a "non-attainment" area with respect to the Federal O_3 and CO standards. In 1995, the Bay Area was redesignated by the U.S. Environmental Protection Agency as a "maintenance area" for ozone, and in 1997, the Bay Area was redesignated to "maintenance area" for CO. However, in June of 1998, the U.S. Environmental Protection Agency, based on data from 1995-1997, reclassified the Bay Area again as a non-attainment area for ozone, essentially reversing the 1995 action. The air basin is an attainment area or is unclassified for all other national ambient air quality standards. In addition, San Francisco has experienced violations of the state PM_{10} standards.

A four-year (1994 to 1997) summary of data collected at the BAAQMD monitoring station at 10 Arkansas Street (about a mile south of the project site) indicated that there were no violations of either the one-hour or eight-hour CO standards, or the standards for ozone, nitrogen dioxide, sulfur dioxide or lead. The state PM_{10} standard was exceeded on 0 to 6 days each year during the four-year period of 1994-1997.

Comparison of these data with those from other BAAQMD monitoring sites indicates that San Francisco's air quality is among the least degraded of all urbanized portions of the Bay Area. Three of the prevailing winds, west, northwest, and west-northwest, which blow off the Pacific Ocean, reduce the potential for San Francisco to receive air pollutants from elsewhere in the region, and these winds also disperse air pollutants arising in San Francisco to other parts of the Bay Area.

Data from air quality monitoring in San Francisco show that there have been violations of the state (but not federal) fine particulate standards. Prior to 1989, occasional violations of the state and federal 8-hour standard for carbon monoxide were also recorded annually. CO is a non-reactive air pollutant, the major source of which is motor vehicles. CO concentrations are generally highest during periods of peak traffic congestion. Particulate levels are relatively low near the coast and increase with distance from the coast, peaking in dry, sheltered valleys. The primary sources of particulates in San Francisco are construction and demolition, combustion of fuels for heating, and vehicle travel over paved roads.¹

San Francisco, like all other sub-regions in the Bay Area, contributes to regional air quality problems, primarily O₃, in other parts of the Bay Area. Ozone is not emitted directly from air pollutant sources, but is produced in the atmosphere over time and distance through a complex series of photochemical reactions involving hydrocarbons (HC) and nitrogen oxides (NO_x), which are carried downwind as the photochemical reactions occur. Ozone standards are violated most often in the Santa Clara, Livermore and Diablo Valleys, because local topography and meteorological conditions favor the build-up of ozone precursors there.

In 1995, emissions from motor vehicles were the source of 70 percent of the CO, 41 percent of the HCs, 72 percent of the PM₁₀, 89 percent of the sulfur oxides and 53 percent of the NO_x emitted in San Francisco.²

Under the California Clean Air Act, the entire San Francisco Bay Air Basin is a nonattainment area for ozone and PM₁₀. The air basin is either attainment or unclassified for other pollutants.

The Bay Area has both a federal and state air quality plan. Both plans propose the imposition of controls on stationary sources (factories, power plants, industrial sources, etc.) and Transportation Control Measures designed to reduce emissions from automobiles.

IMPACTS

Air quality impacts from a project, such as the subject residential building project, result from project construction and operation. Construction emissions, primarily dust generated by earthmoving activities and criteria air pollutants emitted by construction vehicles, would have a short-term effect on air quality. Operational emissions, generated by project-related traffic and by combustion of natural gas for building space and water heating, would continue to affect air quality throughout the lifetime of the project.

Operations Emissions

Project operation would affect local air quality by increasing the number of vehicles on project-impacted roads and at the project site, and by introducing stationary emissions to the project site. Transportation sources, such as project-generated vehicles, would account for over 90 percent of operational project-related emissions. Stationary source emissions, generated by combustion of natural gas for building space and water heating, would be less-than-significant.

Regional Impacts

Project traffic would also have an effect on air quality outside the project vicinity. Trips to and from the project would result in air pollutant emissions over the entire Bay Area. To evaluate emissions associated with the project, the URBEMIS-7G computer program was employed. The daily increases in regional emissions from auto travel are shown in Table 5 below for reactive hydrocarbons and oxides of nitrogen (two precursors of ozone), and PM₁₀ (particulate matter, 10 micron). Emissions are below the applicable thresholds, so project impacts on regional emissions would be less-than-significant.

Table 5 Project Regional Emissions in Pounds Per Day*			
	Reactive Hydrocarbons	Nitrogen Oxides	PM ₁₀
Project Daily Emission	18.4	24.0	7.9
BAAQMD Threshold	80.0	80.0	80.0

- * Estimates of regional emissions generated by project traffic were made using a program called URBEMIS-7G. Inputs to the URBEMIS-7G program include trip generation rates, vehicle mix, average trip length by trip type and average speed. Trip generation rates for project land uses were provided by the project transportation consultant. Average trip lengths and vehicle mixes for the Bay Area were used. Average speed for all types of trips was assumed to be 25 MPH. The analysis assumed a year 2000 vehicle mix. The URBEMIS-7G runs assumed summertime conditions for ROG, NO_x and PM₁₀.

Source: Don Ballanti, Certified Consulting Meteorologist.

Local Impacts

On the local scale, the project would change traffic on the local street network, changing carbon monoxide levels along roadways used by project traffic. Carbon monoxide is an odorless, colorless poisonous gas whose primary source in the Bay Area is automobiles. Concentrations of this gas are highest near intersections of major roads.

The Bay Area Air Quality Management District has identified three criteria that would require the estimation of local carbon monoxide concentrations:

- Project vehicle emissions would exceed 550 pounds per day
- Project traffic would impact intersections or roadway links operating at Level of Service (LOS) D, E or F or would cause LOS to decline to D, E or F
- Project traffic would increase traffic volumes on nearby roadways by 10 percent or more.

A computer program, the URBEMIS-7G, developed by the California Air Resources Board, was applied to project daily trip generation under winter conditions to estimate total project-related carbon monoxide emissions. The resulting calculated emission of 642 pounds/day of carbon monoxide from project-generated vehicles exceeds the BAAQMD threshold of significance of 550 pounds/day. Project traffic would, as well, contribute to the traffic delays at intersections currently operating at LOS D, E or F. Therefore, carbon monoxide concentrations at three intersections were estimated using a computer model developed by the California Department of Transportation, CALINE-4.

Table 6 on the following page shows predicted 1-hour and 8-hour averaged carbon monoxide concentrations at the three intersections that meet the BAAQMD criteria for modeling. For these intersections (First/Folsom, Second/Folsom, and First/Howard), the estimated carbon monoxide concentrations with project-generated traffic would be below the applicable state/federal standards (20 parts per million [ppm] for the 1-hour standard and 9 ppm for the 8-hour standard), and hence, a less-than-significant impact.

NOTES — Air Quality

¹ Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, April 1996.

² Ibid.

<p>Table 6 Existing and Projected Curbside Carbon Monoxide Concentrations at Selected Intersections*</p>				
Intersection	Without Project (2000)		With Project (2000)	
	1-Hour	8-Hour	1-Hour	8-Hour
Second Street/Folsom Street	11.1	7.5	11.1	7.5
First Street/Folsom Street	10.4	7.0	10.4	7.0
First Street/Howard Street	10.5	7.1	10.5	7.1
Most Stringent Standard	20.0	9.0	20.0	9.0

- * Calculations were made using a screening procedure contained in the *BAAQMD CEQA Guidelines*. Background concentrations of 6.6 ppm (1-hour) and 4.4 ppm (8-hour) were calculated using 1992 isopleths of carbon monoxide concentration and rollback factors developed by the Bay Area Air Quality Management District. The one-hour State standard is 20 ppm, the one-hour federal standard is 35 ppm, and the eight-hour State and federal standards are 9 ppm. Emission factors were derived from the California Air Resources Board EMFAC7F computer model (Version 1.1).

Source: Don Ballanti, Certified Consulting Meteorologist.

E. GROWTH INDUCEMENT

A project would be considered growth inducing if its construction and use would encourage population increases and/or new development that might not occur if the project were not approved and implemented. The proposed project entails construction of a new building providing 410,430 gross square feet of space, which would include 332 residential units, 5,100 gross square feet of retail, and 410 parking spaces. The additional residential and retail space in the Rincon Hill neighborhood would increase the daily population on the project site by approximately 715 people, from the current small number of employees at the surface parking lot.¹ Approximately 701 of this increase would be new residents, and 14 would be new retail employees. The anticipated neighborhood-serving retail uses would probably accommodate new employment within the City, rather than directly attract new employees to San Francisco or the region. The small amount of new employment on the project site would not be considered significant in the urban context of San Francisco. Because of the current strong demand for housing, especially for housing close to the Financial District, which would exist with or without the project, the project would not induce substantial growth or concentration of population beyond that which would have occurred without the project. Some project residents may relocate from other parts of the Bay Area to be closer to their employment in downtown San Francisco. To the extent

that this occurs, the project would result in reduced commuting to work. For these reasons, the proposed project would not cause significant growth-inducing impacts.

NOTE — Growth Inducement

¹ This estimate is based on 2.11 persons per dwelling unit and one employee per 350 square feet of retail space.

IV. MITIGATION MEASURES PROPOSED TO MINIMIZE SIGNIFICANT IMPACTS OF THE PROJECT

In the course of project planning and design, measures have been identified that would reduce or eliminate potentially significant environmental impacts of the proposed project. Some of these measures have been, or would be, voluntarily adopted by the project sponsor or project architects and contractors and are thus proposed. Implementation of some measures may be the responsibility of other agencies. Each mitigation measure and its status are discussed below.

Several items are required by law to mitigate impacts; they are summarized here for informational purposes, and may appear below. These measures include: no use of mirrored glass on the building in order to reduce glare, as per City Planning Commission Resolution No. 9212; limitation of construction-related noise levels, pursuant to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code, 1972); implementation of geotechnical assessment and recommendation; and observance of State and Federal Occupational Safety and Health Administration requirements related to handling and disposal of hazardous materials.

State law requires that a reporting or monitoring program be adopted regarding mitigation measures that are made conditions of approval for any project that would otherwise have significant environmental impacts. As such, an alternative selected by the Planning Commission and proposed for approval will include a monitoring and/or reporting program to ensure compliance with all mitigation measures required as conditions of approval.

Measures not required by legislation but which would also serve to mitigate environmental impacts appear below. Mitigation measures preceded by an asterisk (*) are from the Initial Study (see Appendix A).

A. CONSTRUCTION AIR QUALITY

- * • The project sponsor shall require the construction contractor(s) to spray the project site with water during excavation, grading, and site preparation activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose.
- * • The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

B. HAZARDS

- * • The project sponsor shall ensure that the construction contractor limit the amount of excavation, and handle and dispose of any excavated soils properly. Soil excavated for offsite disposal or use shall be characterized for metals and petroleum hydrocarbons based on the requirements of the accepting facility or party; this characterization shall be performed on a representative volume of stockpiled soil.
- * • The project sponsor shall perform a UST scan by magnetometer to determine if abandoned heating oil USTs or piping exist on the site. If any are found, they shall be removed in accordance with regulatory requirements, and surrounding soils shall be tested. Where hazardous wastes are found in excess of state or federal standards, the sponsor shall submit a site mitigation plan (SMP) to the appropriate state or federal agency(ies), and implement an approved SMP. Where toxics are found for which no standards are established, the sponsor shall request a determination from state and federal agencies as to whether an SMP is needed.

C. CULTURAL RESOURCES

- * • The project sponsor shall retain the services of an archaeologist. During removal of paving and any buried foundation materials found on the site, the archaeologist shall carry out a pre-excavation testing program to better determine the probability of finding archaeological remains on the site. The testing program shall consist of a series of mechanical, exploratory borings or trenches and/or other testing methods determined to be appropriate by the archaeologist.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist shall submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are

necessary, he/she shall consult with the ERO, and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures shall be implemented by the project sponsor and might include a program of on-site monitoring of all pile driving and any site excavation that may be necessary, during which the archaeologist shall record observations in a permanent log. Whether or not there are archaeological finds of significance, the archaeologist shall prepare a written report on the monitoring program that shall be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor shall designate one individual on site as his/her representative. This representative shall have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of archaeological resources of potential significance be found during the monitoring program, the archaeologist shall immediately notify the Environmental Review Officer (ERO), and the project sponsor shall halt any activities that the archaeologist and the ERO jointly determine could damage such archaeological resources. Ground disturbing activities that might damage cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist shall prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which shall contain an assessment of the potential significance of the archaeological finds and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO shall recommend specific mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of the cultural material.

Finally, the archaeologist shall prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report would be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center. The Office of Major Environmental Analysis shall receive three copies of the final archaeological report, accompanied by copies of transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center.

D. VISUAL QUALITY

- In order to ensure the visual compatibility of the project building with the adjacent City Landmark Building, there shall be further project design consultation by the project sponsor and architect with Planning Department staff to ensure that the project building design would be visually compatible with the adjacent landmark Edwin Klockars Blacksmith Shop.

The Planning Department and the project architect shall consider factors including, but not limited to the following:

- height and bulk
- setback
- fenestration and entrances/doors
- exterior materials

V. SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21067 of the California Environmental Quality Act (CEQA) and with sections 15040, 15081, and 15082 of the *CEQA Guidelines*, the purpose of this chapter is to identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the project, or by other mitigation measures that could be implemented, as described in Chapter IV.

This chapter is subject to final determination by the San Francisco Planning Commission as part of its certification of the EIR. The Final EIR will be revised, if necessary, to reflect the findings of the Commission.

The project would make a “considerable” contribution to cumulative traffic growth in the area, resulting in increases in delay which could affect the operation of area intersections, and would thus be considered to contribute an unavoidable significant impact at nearby intersections (First/Howard, First/Folsom, and First/Harrison).

In order to alleviate cumulative traffic impacts, additional capacity would be needed throughout the area, in addition to intersection improvements.

VI. ALTERNATIVES TO THE PROJECT

This chapter identifies alternatives to the proposed project, discusses environmental impacts associated with each alternative, and, where an alternative has been considered by the project sponsor in development of the project, gives the sponsor's reasons for rejection of the alternative in favor of the proposed project. Regardless of the sponsor's reasons for rejection, the Planning Commission could approve an alternative instead of the project if the decision makers believe the alternative would be more appropriate for the project site.

Analysis of alternatives at different sites for private projects is not required except in very limited circumstances. Whether property is owned or can reasonably be acquired by the project sponsor has a strong bearing on the feasibility of developing a project alternative. This EIR does not include an alternate site alternative because First/Folsom, LLC, the project sponsor, has no feasible alternative site available for the proposed project.

A. NO PROJECT ALTERNATIVE

Description

This alternative would entail no change to the project site. Under the No Project Alternative, the existing public parking lot would continue operations.

Impacts

If the No Project Alternative occurs, then none of the impacts associated with the proposed project would occur. The environmental characteristics of this alternative would be generally as described in the Environmental Setting chapter of this report (see Chapter III and Appendix A, the Initial Study, for a discussion of existing conditions). The parking lot would continue to provide parking spaces, and its traffic effects would continue. On the other hand, the increased traffic and parking demand that would be generated by the proposed project would not occur. The net result would be better traffic and parking

conditions under this alternative than under the proposed project. In addition, the existing paved parking lot on the site would be less visually prominent than the project, and would not block private views from nearby buildings, as would the proposed project.

This alternative was rejected by the project sponsor because it would not satisfy the sponsor's objectives of constructing a residential building to provide dwelling units and retail space in the Rincon Hill area of San Francisco.

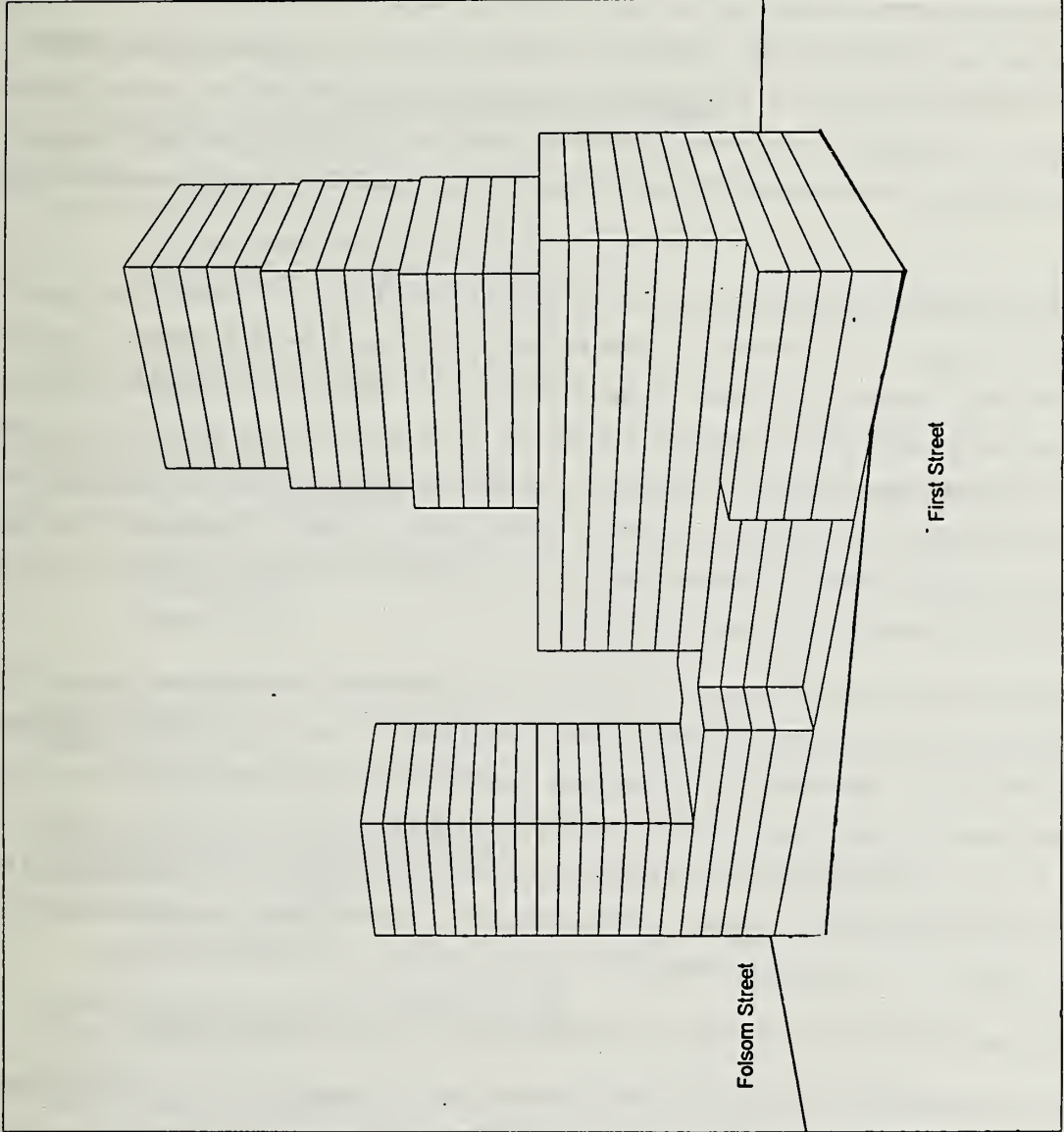
B. NO CODE EXCEPTIONS ALTERNATIVE

Description

Under this alternative, a high-rise residential building similar to the proposed project would be developed on the project site, but would not require exceptions to any provisions of the *Planning Code*, including the horizontal and diagonal dimension limits, the 150-foot tower separation, and the upper tower volume reduction requirements discussed in II.C. Project Approval Requirements. Although the south and north towers of the code-compliant alternative would be the same height as in the proposed project, at 250 and 200 feet, respectively, the building would have a different configuration and the north tower would be less massive, but the south tower would be significantly larger, particularly below a height of 105 feet (see Figure 15, page 73). The north tower would not be set back from Folsom Street above the lower levels to correspond to the height of the landmark Edwin Klockars Blacksmith Shop. This alternative would provide approximately 300 residential units, approximately 300 spaces, and approximately 4,957 square feet of retail space. The number of residential units would be about 10 percent less than the proposed project, and many of the residential units in this alternative would be long and narrow, with less light and air than the units of the proposed project.

Impacts

Most of the potential impacts identified for the proposed project would occur with the No Code Exceptions Alternative, but at a slightly reduced level. This alternative would remove the existing parking lot and replace it with a residential building. Thus, the change in land use would be the same, but the resultant population density of this alternative would be less than that of the proposed project. The estimated on-site population would be about 647 people, including employees and residents, less than the projected number of 715 people for the proposed project.



Source: Hellet Manus

The reduced on-site resident population would translate to fewer vehicle trips (both daily and P.M. peak hour), reduced transit demand, and reduced parking demand. The No Code Exception Alternative would generate approximately 160 weekday peak-hour vehicle trips, as compared to 177 trips for the proposed project. This reduction in vehicle-trips could result in a slight reduction in vehicle delays at the local intersections as compared to the project. This alternative, like the proposed project, would result in a substantial percentage contribution to the increase in 2015 cumulative growth of traffic volumes on nearby intersection operating conditions. Generation of transit trips by this alternative would be about 99 P.M. peak-hour trips, as compared to 109 trips for the proposed project. Neither the proposed project nor this alternative would result in significant impacts on public transit. Unlike the proposed project, project-generated parking demand could be accommodated by the parking spaces provided in this alternative.

Due to an increase in traffic, this alternative would cause increased emissions of reactive organic gases, nitrogen oxides, particulates and carbon monoxide in the region, though these increases would be slightly less than the increases that would be generated by the project. The increases would be insignificant relative to total regional emissions of these pollutants, and would be well below the Bay Area Air Quality Management District's thresholds of significance. The public services demand and energy consumption under this alternative would be slightly less than that of the proposed project. However, this alternative's effects related to geology, hydrology, and potential subsurface cultural resources would be comparable to those of the project.

The visual impacts of the No Code Exception Alternative would be similar to the proposed project. The less massive north tower may preserve some of the private views that would be blocked or partially blocked under the project. However, most of the view blockages of the proposed project would still occur, because the south tower would be similar to the proposed project although more massive at lower levels. Also, the view corridor between the two towers in the proposed project design would be eliminated. To pedestrians passing the site on First Street and on Folsom Street, the view of the street-level façades of the No Code Exception Alternative would be similar to the proposed project.

Construction impacts of this alternative would be similar to those of the proposed project.

This alternative was rejected by the project sponsor because the configuration of this alternative would not enable the project sponsor to construct a building with enough quality residential units that would be economically viable. It would not be feasible to construct the north tower with floor plates of only approximately 4,500 square feet. Moreover, the design of this alternative would not be complementary to the landmark Edwin Klockars Blacksmith Shop on Folsom Street, as there would be no setback of the north tower on the Folsom Street frontage, about 175 feet higher than the Blacksmith building.

VII. EIR AUTHORS

EIR AUTHORS

Planning Department, City and County of San Francisco
Major Environmental Analysis
1660 Mission Street, Suite 500
San Francisco, CA 94103
Environmental Review Officer: Hillary E. Gitelman
EIR Coordinator: Irene Nishimura

EIR CONSULTANTS

During Associates

120 Montgomery Street, Suite 2290
San Francisco, CA 94104
Stu During, Project Manager
Michael Kent
Lynne LeRoy

Archeo-Tec (Cultural Resources)

5283 Broadway
Oakland, CA 94618
Allen Pastron, Ph.D.

Clement Designs (Graphics Design)

358 Third Avenue, Suite 100
San Francisco, CA 94118
Kathy Clement

Square One Productions (Photomontage)

1736 Stockton Street
Studio 7
San Francisco, CA 94133
Hartmut H. Gerdes, Principal

Wilbur Smith Associates (Transportation)

1145 Market Street, 10th Floor
San Francisco, CA 94103
Luba Wyznckyj
Timothy Erney

ENVIRONMENTAL CONSULTANTS *(continued)*

Don Ballanti (Wind Studies/Air Quality)
Certified Meteorologist
1424 Scott Street
El Cerrito, CA 94530

PROJECT SPONSOR

First/Folsom, LLC
1923 Century Park East
Suite 240
Los Angeles, CA 90067-3178
Arpad Domyan

PROJECT ARCHITECT

Heller-Manus Architects
221 Main Street
Suite 940
San Francisco, CA 94105-1923
Clark Manus
Patricia Kuo

PROJECT ATTORNEYS

Gladstone & Vettel LLP
Penthouse, 177 Post Street
San Francisco, CA 94108
Steve Vettel

ORGANIZATIONS AND PERSONS CONSULTED

City and County of San Francisco

Department of Parking and Traffic
Gerald Robbins

San Francisco Municipal Railway
James Lowé

VIII. APPENDICES

- A. Initial Study
- B. DEIR Distribution List
- C. Landmark Preservation Advisory Board
Case Report
- D. Level of Service Definitions

Appendix A

Initial Study

NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED

Date of this Notice: June 3, 2000

Lead Agency: San Francisco Planning Department
1660 Mission Street
San Francisco, California 94103-2414

Agency Contact Person: Irene Nishimura

Telephone: (415) 558-5967

Project Title: 99.579E: 301 First Street (a.k.a. First and Folsom Residential Project)

Project Sponsor: First/Folsom, LLC

Project Contact Person: Arpad Domyan

Telephone: (310) 557-1668

Project Address: 301-355 First Street
Assessor's Block and Lot: Block 3748, Lot 032
City and County: San Francisco

Project Description: The project would be new construction of a high-rise residential building with two towers over a two-level podium and two-level underground parking garage after removal of a 200+-space surface parking lot on an approximately 38,000-square-foot site on the southeast corner of First and Folsom Streets. The residential building would consist of a 21-story, 200-foot tall tower containing 146 dwelling units on the north portion of the project and a 26-story, 250-foot high tower with 186 units on the south portion, for a total of 332 dwelling units. An approximately 5,100-square-foot, ground floor retail space would be constructed on the ground floor facing Folsom Street on the northwest corner of the project building.

The approximately 161,900-square-foot, four-level parking garage would contain 410 spaces. Parking garage access would be from First Street and a secondary parking garage exit and access for one off-street truck loading space would be through a parking area (by easement) adjacent to the project site from Grote Place, off of Folsom Street.

The project site is within an RC-4 (Residential-Commercial, Combined, High Density) District in the Residential Subdistrict of the Rincon Hill Special Use District, and in two Height and Bulk Districts, a 200-R District and a 250-R District. The project would require Conditional Use Authorization by the Planning Commission for a building taller than 40 feet in an R (Residential) District, and for a Planned Unit Development (PUD) with exceptions to the bulk limits, including required minimum separation between the towers.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the State CEQA Guidelines, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing an Appeal of this Determination to the Planning Commission: June 13, 2000. An appeal requires: (1) a letter specifying the grounds for the appeal, and (2) a \$209.00 filing fee. The public is invited to comment on the scope of the EIR. Such comments must be received by July 5, 2000, to ensure consideration in preparing the Draft EIR.


Hillary Gitelman
Environmental Review Officer

6/3/00

PROJECT DESCRIPTION

The proposed project would consist of demolition of an existing 200-space surface parking lot on the southeast corner of First and Folsom Streets on the north slope of Rincon Hill (see Figure 1, page 3); excavation for a four-level parking garage; and construction of a two-tower, residential building over ground-level retail and below-ground parking. The height of the 21-story north tower would be approximately 200 feet, plus a 16-foot tall mechanical penthouse, and the height of the 26-story south tower would be approximately 250 feet, plus a 16-foot high mechanical penthouse (see Figures 2, 3, 4, 5, 6, 7, 8 and 9, pages 4 to 11). The project would contain 332 residential units (410,430 square feet), about 5,000 square feet of neighborhood-serving retail space, and about 166,374 square feet of parking (410 spaces).

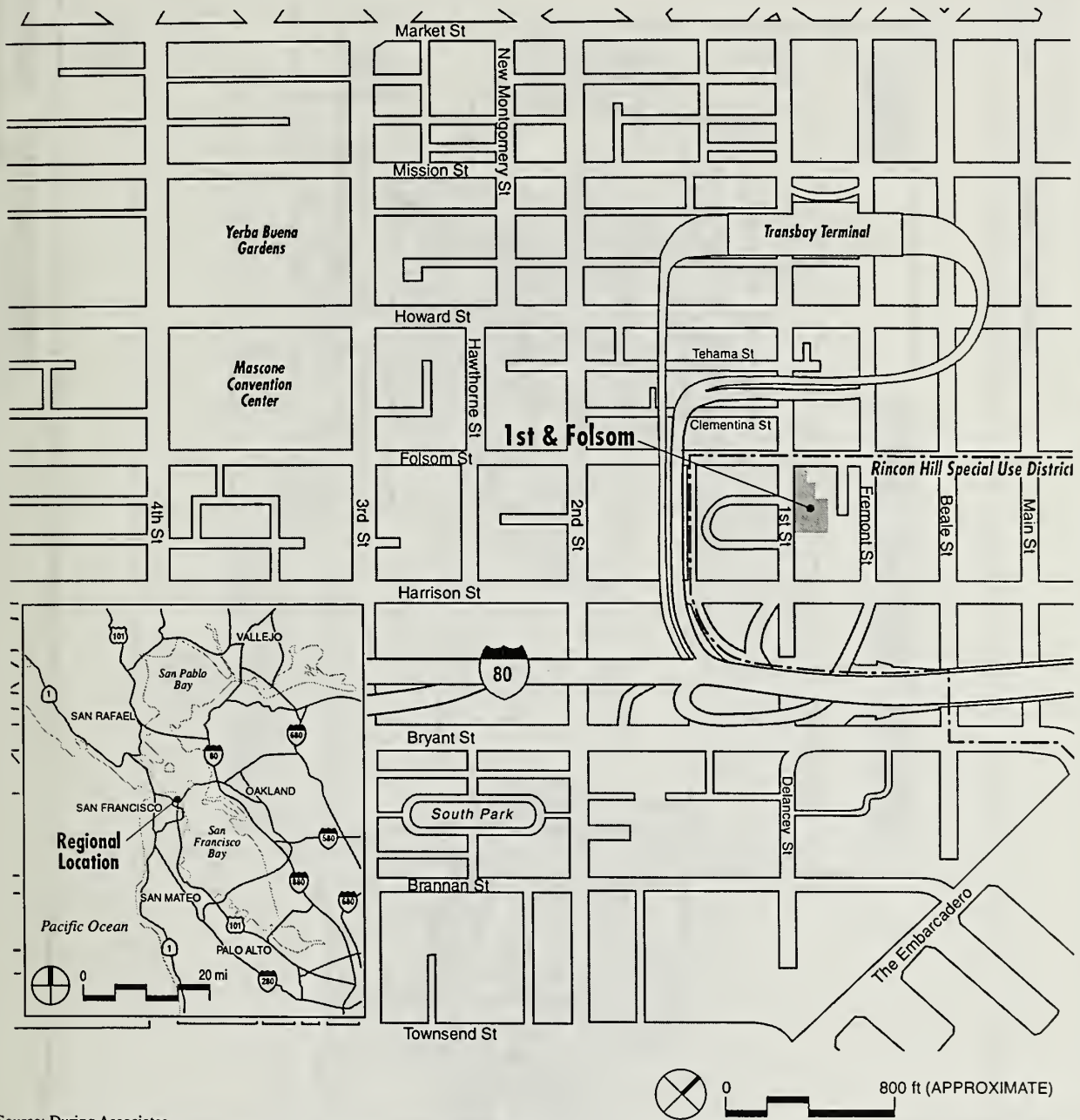
The project site, Lot 32 in Assessor's Block 3748, is on the northwest corner of the block bounded by First, Folsom, Fremont, and Harrison Streets in the Rincon Hill Area. The approximately 38,000-square-foot site is within an RC-4 (Residential-Commercial, Combined, High Density) District. It is in the Residential Subdistrict of the Rincon Hill Special Use District and is in two Height and Bulk Districts: 200-R and 250-R.

The two high-rise residential towers would be constructed over a parking podium, with two levels of underground parking under the north tower and four levels under the south tower. The residential units would consist of 49 studio, 122 one-bedroom, 146 two-bedroom, and 15 three-bedroom units, for a total of 332 units within 410,430 square feet. The parking garage would contain a total of 410 spaces, of which 78 would be valet (tandem) spaces. The remaining 332 spaces would be independently accessible spaces for the 332 residential units, and consist of 190 standard spaces, 129 compact spaces, and 13 handicap spaces. There would also be 75 to 100 bicycle spaces. Approximately 5,100 square feet of retail space would be provided at the corner of First and Folsom Streets at ground level. There would be about 18,846 square feet of common usable open space and about 12,584 square feet of private usable open space. The main pedestrian access would be on First Street. Vehicle access would be from First Street, with a secondary exit to Grote Place by a permanent easement through an adjacent parking area owned by the Marine Engineers Beneficial Association. There would be one 14- by 35-foot loading dock accessible from Grote Place, one 20-foot long white (passenger loading) zone on First Street, and a 50-foot long yellow curbside (truck delivery) zone, adjacent to the residential lobby.

The historic one-story Edwin Klockars Blacksmith Shop (City Landmark Number 149), located adjacent to the project site on the northeast side, would not be altered by the project. Project construction would take approximately two years. The project construction cost is estimated to be \$45 million. The project sponsor is First/Folsom, LLC. The project architect is Clark Manus of Heller-Manus.

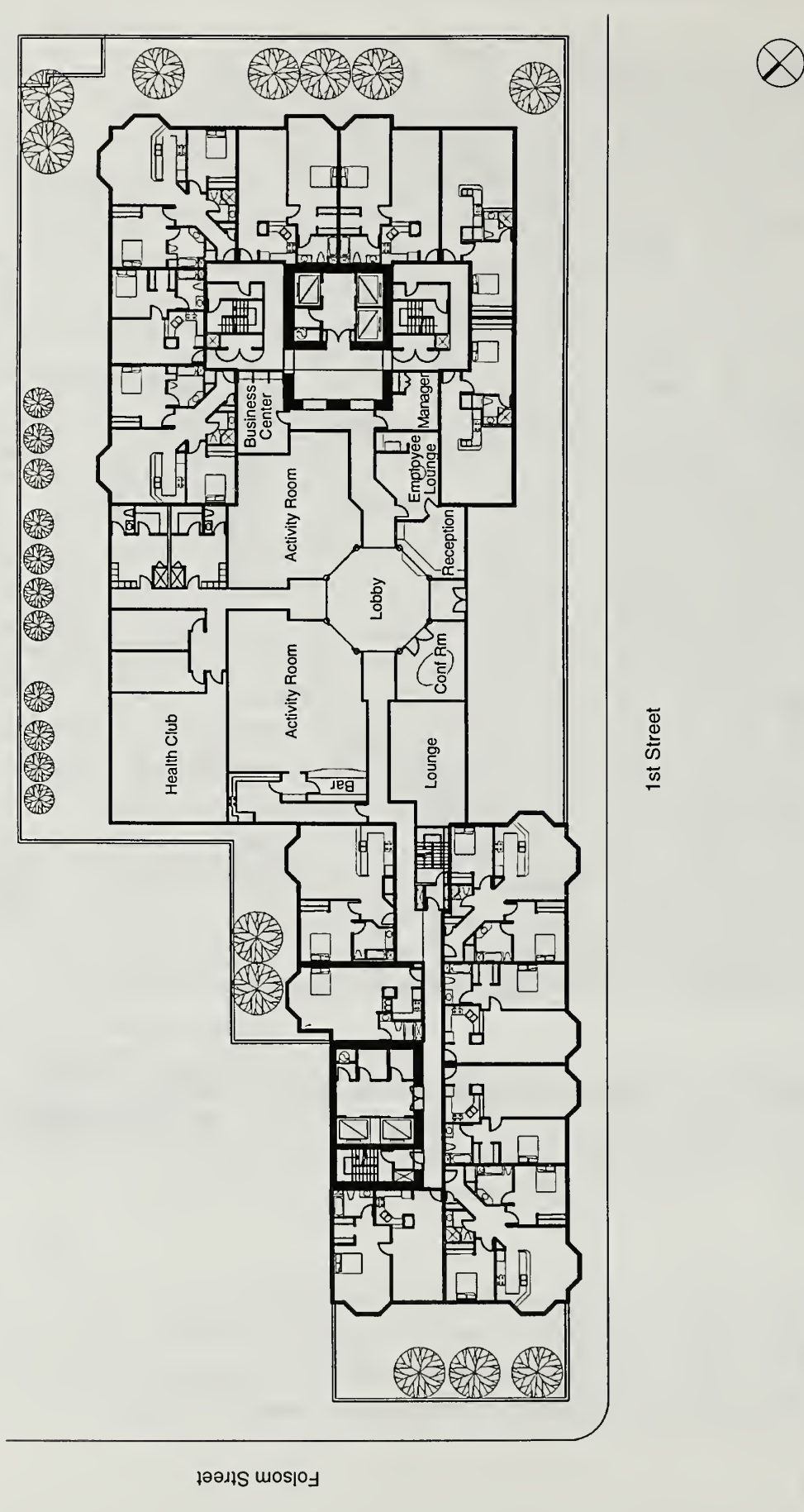
PROJECT SETTING

The project site is approximately 38,000 square feet, located on the southeast corner of First and Folsom Streets, on the north slope of Rincon Hill. The site is a polygon, roughly rectangular in shape, with its longer side (about 342.5 feet long) fronting on First Street and the shorter side (62.5 feet) fronting on Folsom Street. The site has been occupied by a paved surface parking lot with approximately 200 spaces since the mid-1950s.



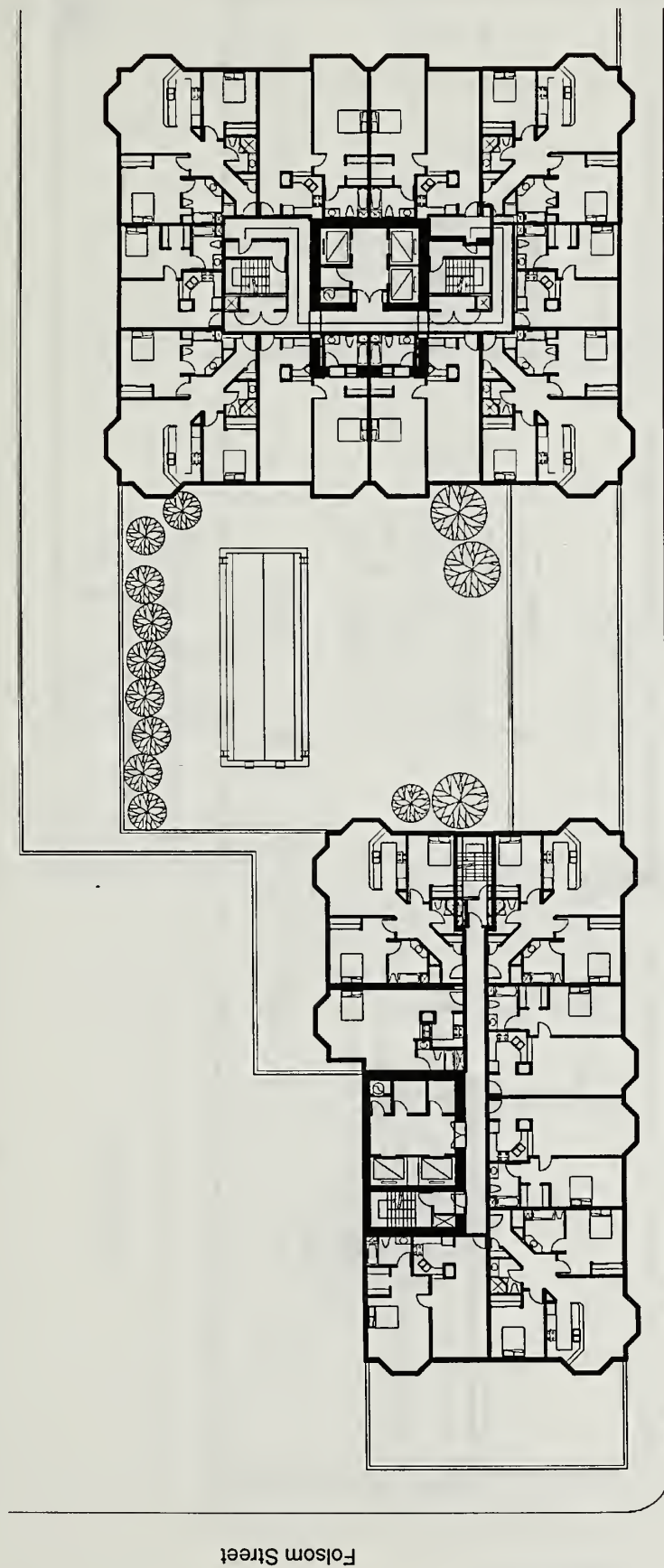
Source: During Associates

PROJECT LOCATION **FIGURE 1**
First and Folsom Street



Source: Heller Manus Architects

FIRST FLOOR PLAN **FIGURE 2**
First and Folsom Street



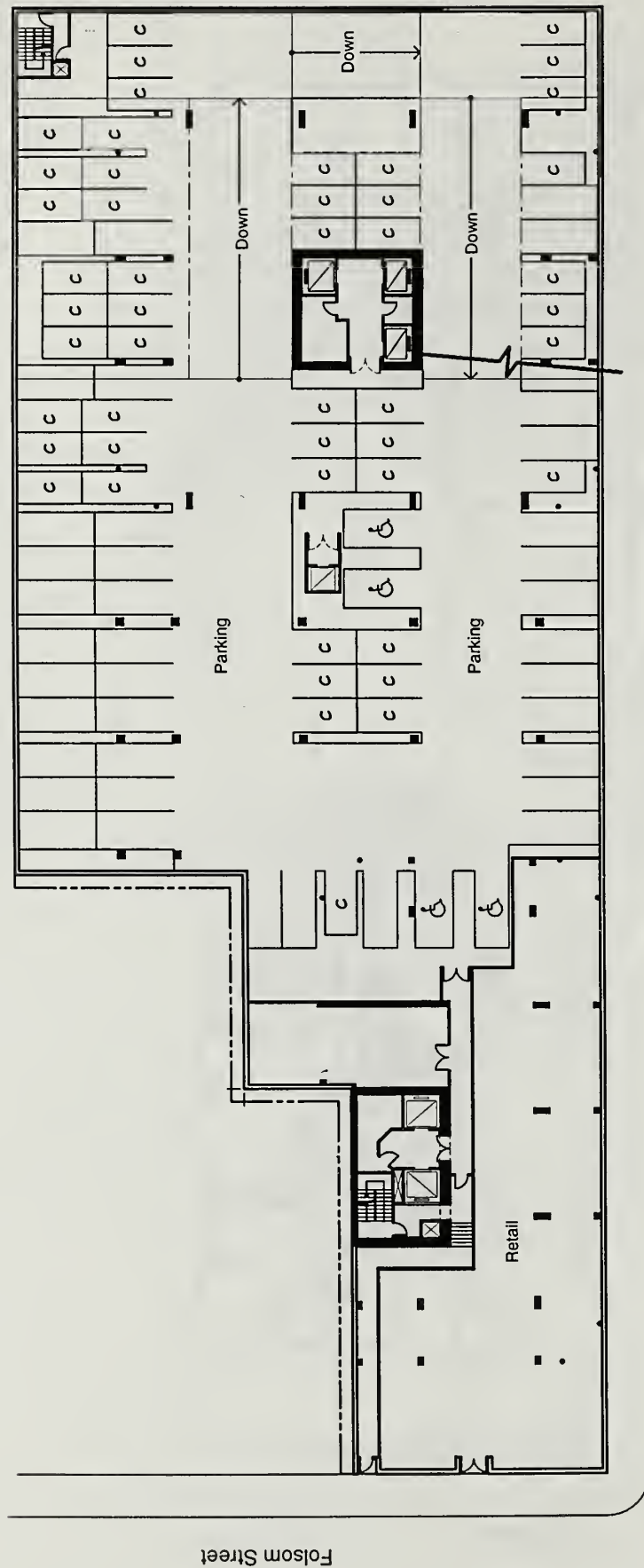
Folsom Street

1st Street



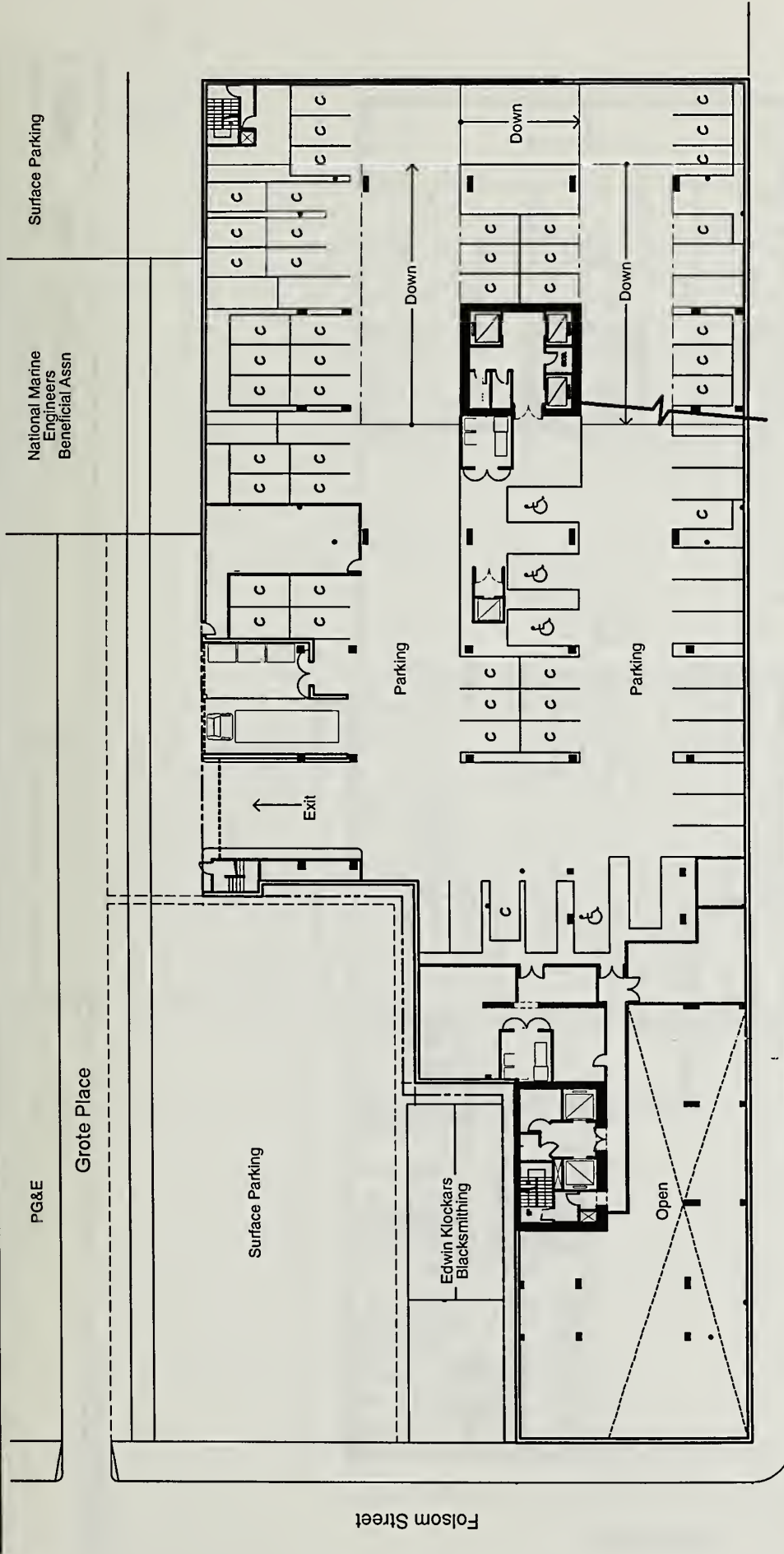
Source: Heller Manus Architects

SECOND FLOOR PLAN **FIGURE 3**
First and Folsom Street



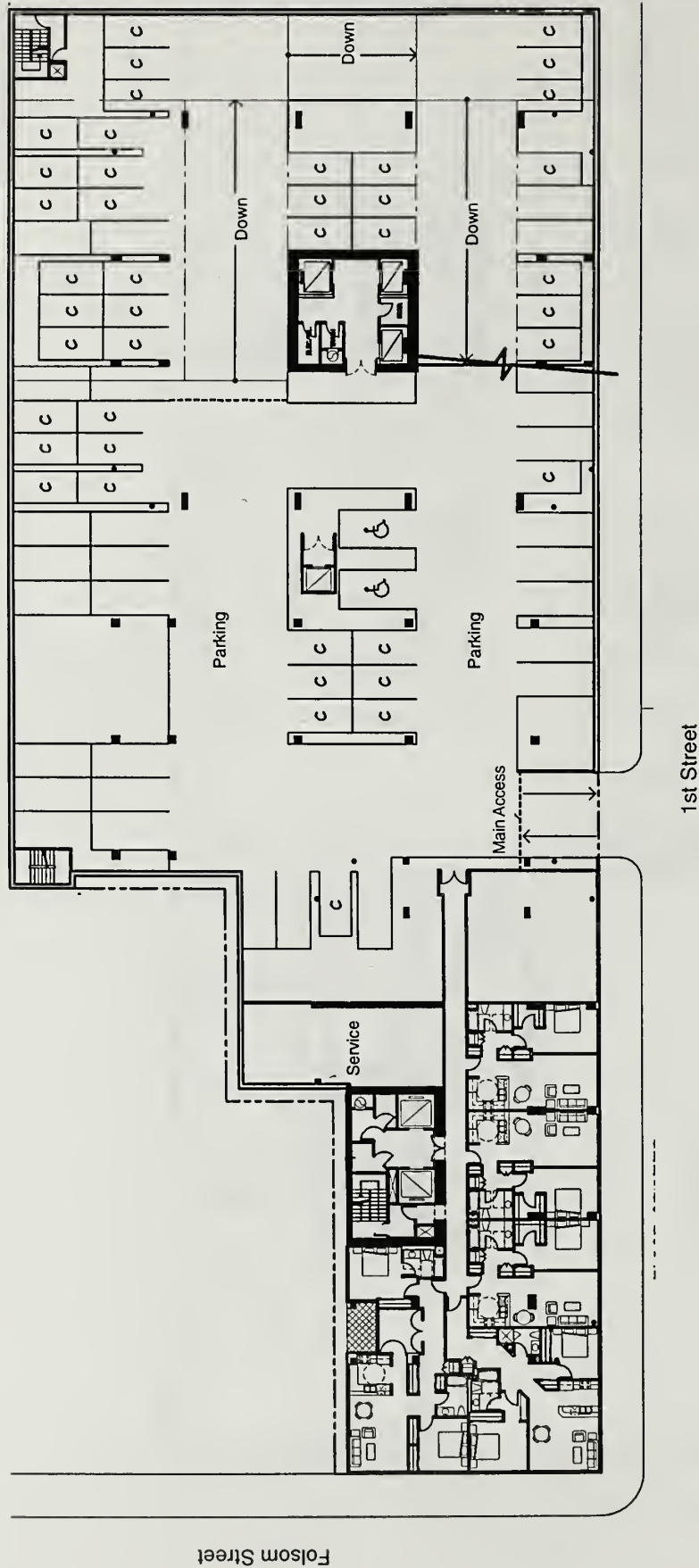
Source: Heller Manus Architects

PARKING LEVEL ONE **FIGURE 4**
First and Folsom Street



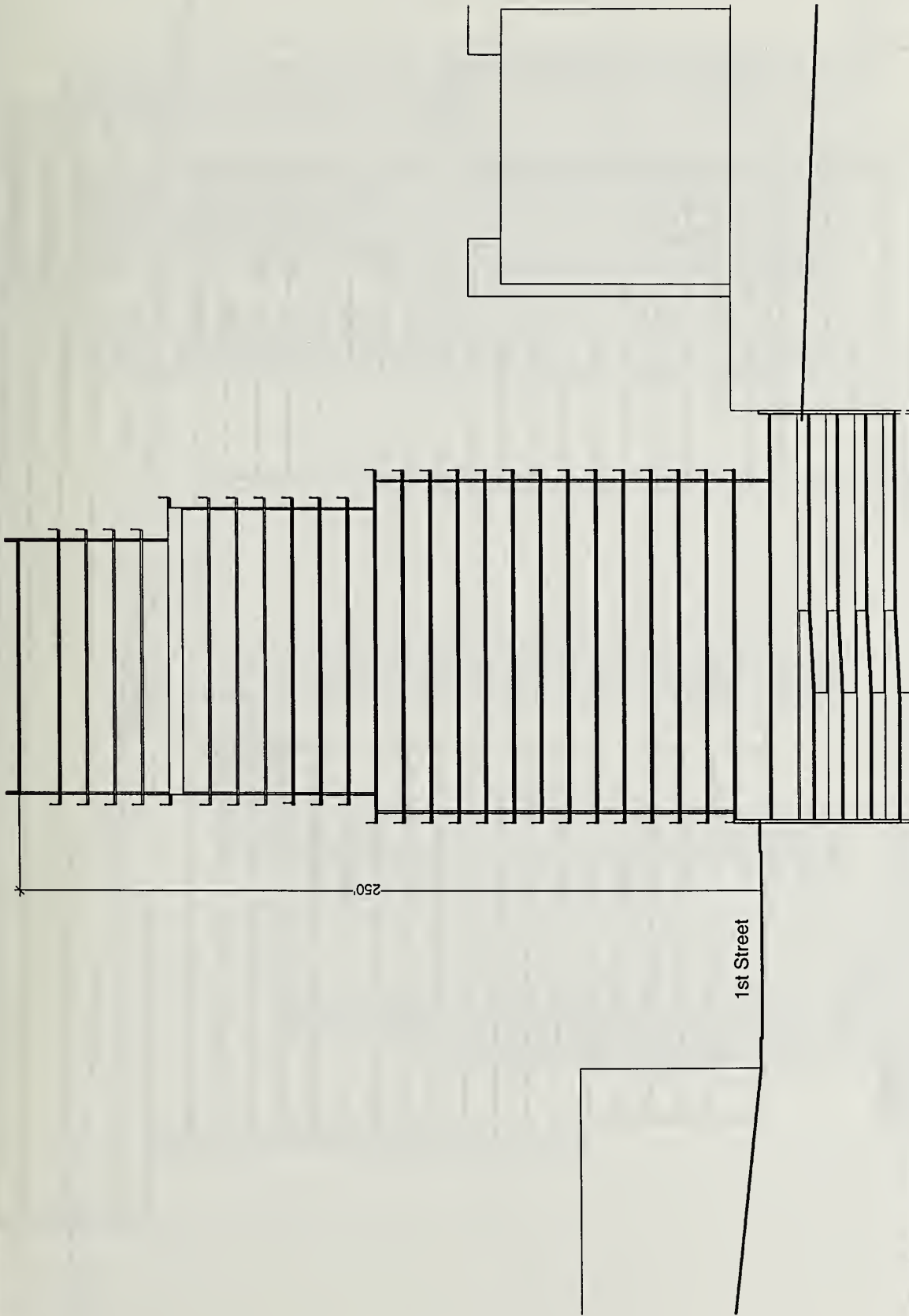
Source: Heller Manus Architects

PARKING LEVEL TWO **FIGURE 5**
First and Folsom Street



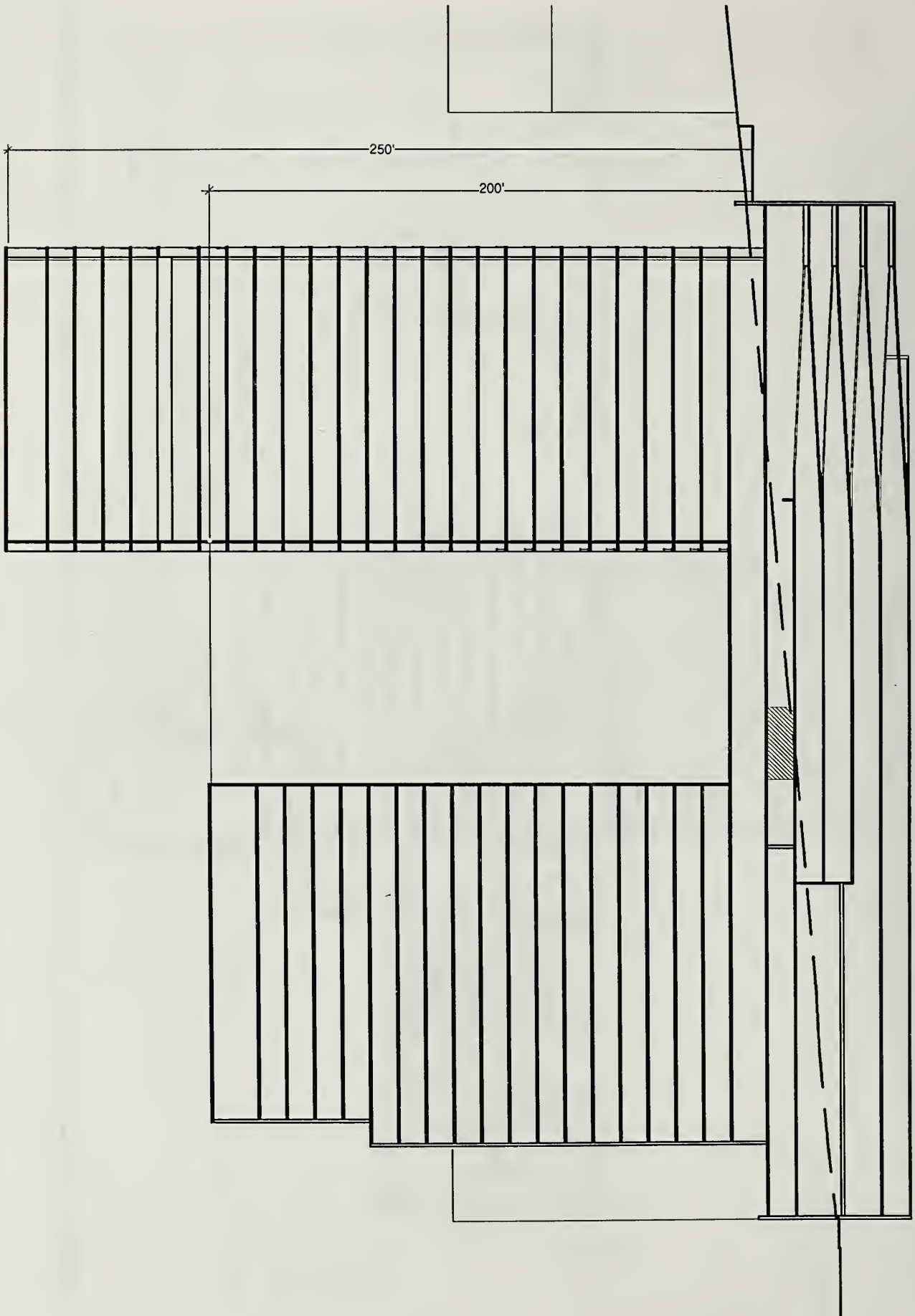
Source: Heller Manus Architects

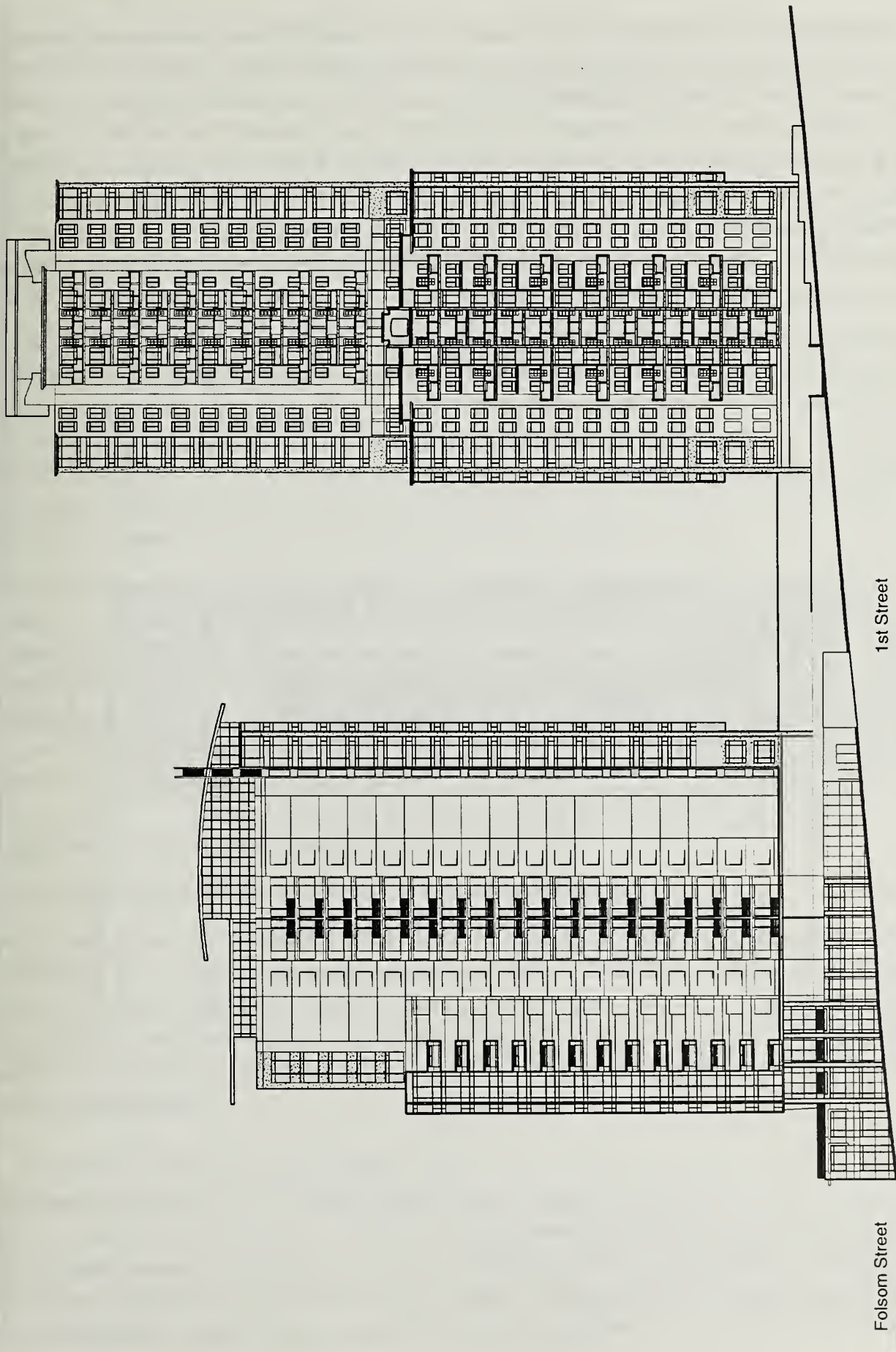
PARKING LEVEL THREE **FIGURE 6**
First and Folsom Street



Source: Heller Manus Architects

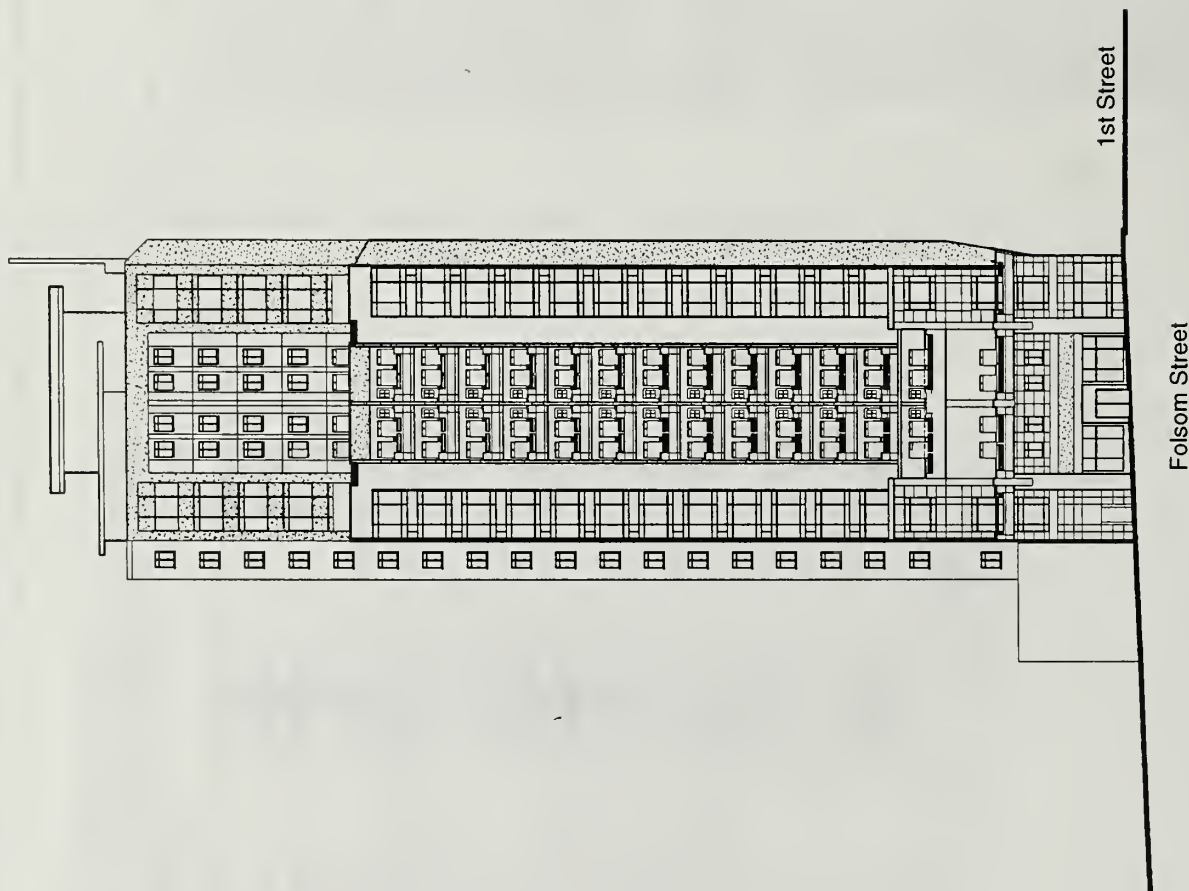
WEST/EAST SECTION **FIGURE 7**
First and Folsom Street





FIRST STREET ELEVATION **FIGURE 9**
First and Folsom Street

Source: Heller Manus Architects



In addition to the project site, the project block is occupied by several office and institutional uses and a blacksmith shop. Office, retail, housing, restaurant, and live/work space are located in one- to five-story buildings on First Street facing the project site, and surface parking is located on Folsom Street to the north and west of the site on Caltrans property that formerly contained the elevated Embarcadero Freeway. Neighboring uses are mixed, with a variety of building types and sizes, ranging from one to 20 stories, including residential, office, wholesale and retail, warehouse, light industrial, auto service, parking, nightclubs, and Bay Bridge on- and off-ramps. Adjacent to the site on Folsom street is a two-story historic landmark blacksmith shop and a 110-foot tall, windowless PG&E substation is at the corner of Folsom and Fremont Streets. To the north are the Transbay Terminal and commercial uses in the South of Market Area.

The site is about two blocks south of the Transbay Terminal, three blocks south of the Financial District, five blocks west of The Embarcadero, and about four blocks east of Moscone Convention Center. The Bay Bridge is about one block south of the site. One-half block south of the site, at First and Harrison Streets, is an on-ramp to the Bay Bridge. West of the project site, an elevated bus ramp extends in a north-south direction, leading from the Bay Bridge to the Transbay Terminal, located at First and Mission Streets. The area under the ramp is used for public parking from Folsom Street to north of Howard Street and will be displaced for several years during the Bay Bridge Retrofit construction project.

Several projects are proposed, under construction, or recently completed within two blocks of the project site, including Avalon Towers, a residential building with two 15-story towers about 150 feet in height at Beale and Harrison Streets; an approved and under construction 200-foot residential building at 400 Beale Street; a proposed 200-foot residential building at 325 Fremont Street; a 382,000 square-foot, 25-story high-rise office building under construction at Howard and Fremont Streets; the First and Howard Streets project, a master-plan development of three nine-story office buildings; and a 17-story, 162-foot-high, 414-room hotel on the northeast corner of Second and Folsom Streets.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The First and Folsom Residential Project is examined in this Initial Study to identify potential effects on the environment. On the basis of this study, project-specific effects that relate to transportation and operational air quality have been determined to be potentially significant, and will be analyzed in an Environmental Impact Report (EIR). In addition, the EIR will provide additional discussion of land use and the project's visual quality/urban design for informational purposes, although both are determined in this Initial Study to be less-than-significant impacts.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential effects were determined either to be less than significant or to be mitigated through measures included in the project. These items are discussed in Section III below, and require no further environmental analysis in the EIR: land use; visual quality, including light and glare; population, including housing and employment; noise; construction air quality, including shadow; utilities/public services; biology; geology/topography; water; energy; hazards; and cultural resources.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH ZONING, PLANS AND POLICIES

	<u>N/A</u>	<u>Discussed</u>
1. Discuss any variances, special authorizations, changes proposed to the Planning Code or Zoning Map, if applicable.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The *Planning Code* for the City and County of San Francisco, which incorporates by reference the City's Zoning Maps, regulates permitted uses, densities, and the configuration of development within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project complies with the Code, or an exception is granted pursuant to provisions of the Code.

The project would require Conditional Use Authorization by the Planning Commission for a building higher than 40 feet in an R (Residential) District pursuant to Sections 253 and 303 of the Code and as a Planned Unit Development (PUD) pursuant to Sections 304 and 303 for a project site larger than half an acre and with exceptions and modification from Code requirements and limits. The project would require exceptions from the bulk limits of the R Bulk District for the proposed horizontal length and diagonal dimension of the north tower above 105 feet and horizontal length and diagonal dimension of the south tower above 105 feet, the minimum 150-foot tower separation requirement, upper towers volume reduction requirement, the requirement that off-street parking on the first two stories above grade cannot be within a 25-foot horizontal distance from the street grade, and off-street loading space requirement; and a modification of the 80 percent site coverage limit because of the project site's slope.

The project site is within an RC-4 (Residential-Commercial, Combined, High Density) District. The *Planning Code* describes RC-4 Districts as districts which provide a mixture of high-density dwellings similar to those in the RM-4 Districts with supporting commercial uses permitted in C-2 Districts, located in or below the ground story in most instances, excluding automobile-oriented establishments. Open spaces are required for dwellings, except that rear yards need not be at ground level and front setback areas are not required. The high-density and mixed-use nature of these districts is recognized by certain reductions in off-street parking requirements. The proposed residential and neighborhood-serving retail uses are permitted in the RC-4 District (Section 304(d)(5)).

The project site is within two Height and Bulk Districts. The northwest portion of the site adjacent to Folsom Street and a slender portion on the south side of the project site are in a 200-R District, and the mid-southeast portion of the site is in a 250-R District. Building heights up to 200 and 250 feet are permitted in the 200-R District and the 250-R District, respectively, with required setbacks at 51-foot high and 105-foot high levels. The height limits are measured from the mid-point of each tower to the cornice of the building, and do not include a mechanical penthouse of up to 16 feet in height. The proposed north tower is in the 200-R District, and at 200 feet high plus a 16-foot high mechanical penthouse, would comply with the 200-foot height limit.

The proposed south tower is in the 250-R District, and at 250 feet high plus a 16-foot high mechanical penthouse, would comply with the 250-foot height limit.

R Bulk District limitations take effect for buildings over 51 feet high, with more stringent bulk limitations for the portion of buildings over 105 feet high (*San Francisco Planning Code* Section 270(e)). Above 105 feet, the average floor area is limited to 7,500 square feet. In the proposed north tower, the average size of the floors above 105 feet would be 7,787 square feet. The average floor area of the south tower would be approximately 8,967 square feet. Conditional Use Authorization for exceptions from the limits for average floor size would be required for the project.

In the R Bulk District, between a height of 51 feet and 105 feet, the bulk of a structure may not exceed 200 feet measured diagonally or exceed 200 feet in length (Table 270 of the *Planning Code*). The project would comply with this limit, since between 51 and 105 feet in height, the north tower's diagonal dimension is 138.9 feet and its length is 120.5 feet. Between 51 and 105 feet in height, the south tower's diagonal dimension is 149 feet and its length is 114.5 feet. For buildings above 105 feet in height, the upper two-thirds of the structure over 105 feet in height may not exceed 125 feet measured diagonally (Section 270(e)(2)). The middle third of the proposed north tower above 105 feet would have a diagonal dimension of 138.9 feet, which would exceed the limit by 13.9 feet, and the upper third would have a diagonal dimension of 129.8 feet, which would exceed the limit by 4.8 feet. One floor of the middle third of the south tower above 105 feet would have a diagonal dimension of 136.2 feet, which would exceed the limit by 11.2 feet, while the upper third and the remainder of the middle third would comply. Conditional Use Authorization for these exceptions to the diagonal dimension limits would be required.

In the R Bulk District, each side of a building is limited to 110 feet in length, in the portion of the building above 105 feet in height (Section 270(e)(2)). Level 12 of the south tower is 114.5 feet long, exceeding the limit by 4.5 feet. Levels 10–16 of the north tower would be 120.5 feet long, exceeding the limit by 10.5 feet, and levels 17–19 would be 110.6 feet long, exceeding the limit by 0.5 feet. Conditional Use Authorization for this exception to the controls for horizontal dimensions would be required.

In the R Bulk District, the volume of the upper one-third of a structure above 105 feet shall be at least 15 percent less than the volume of the middle one-third above 105 feet, and the volume of the lower one-third of the structure above 105 feet shall be at least 15 percent more than the volume of the middle one-third above 105 feet (Section 270(e)(3)). For the project south tower, the volume of the upper one-third of the tower above 105 feet would be 9.2 percent (rather than 15 percent) less than the volume of the middle one-third of the tower above 105 feet and the volume of the lower one-third of the tower above 105 feet would be 8.4 percent (rather than 15 percent) greater than the volume of the middle one-third of the tower above 105 feet. For the north tower, the volume of the upper one-third above 105 feet would be 6.8 percent less (rather than 15 percent) than the volume of the middle one-third of the tower above 105 feet, and the volume of the lower one-third of the tower above 105 feet would be the same as (rather than 15 percent greater than) the volume of the middle one-third of the tower above 105 feet. Conditional Use Authorization for these exceptions to the volume reduction controls would be required.

The distance between the two towers would be approximately 80 feet. This would be less than the 150-foot separation between structures required by *Planning Code* Section 270(e)(4), and an exception for tower separation would be required by Conditional Use Authorization as part of the PUD.

The proposed project is within an RC-4 District, in the Residential Subdistrict of the Rincon Hill Special Use District, Section 249.1 of the *Planning Code*. The Rincon Hill SUD Residential Subdistrict permits dwelling units and retail if it is personal service or other commercial use in a C-2 District (Community Business), located at ground floor or below, and excludes types where customers arrive primarily by car. In R Districts commercial uses are permitted to the extent that such uses are necessary to serve residents of the immediate vicinity (Section 304(d)(5)). The residential units and neighborhood-serving retail space in the proposed project would be compatible with the requirements of the C-2 and R Districts. Uses along the street frontage at grade level shall be confined to residential lobbies, parking entrances and exits, offices and retail uses. The proposed street-level residential lobbies, residential units, parking entrances and exits, and retail space would conform with this requirement. A minimum of 50 percent of the building frontage above 50 feet in height shall be set back a minimum of 25 feet from the property line. Folsom Street is defined as the project's front property line for purposes of this requirement, and the proposed project's street frontage along Folsom Street complies with this setback requirement. One square foot of open space is required per 13 square feet of gross floor area of dwelling units, and private usable open space shall be no more than 40 percent of the total open space required. For the project's 410,430 square feet of gross residential floor area, 31,572 square feet of open space is required, which would be provided by the proposed project's 31,572 square feet of open space on the first two levels, and on levels 13, 17, 18 and 22. Approximately 12,629 square feet, or about 40 percent, of the open space would be private, conforming to the limit of 40 percent. In conformance with the Rincon Hill Plan of the *General Plan*, a pedestrian pathway would run along the south end of the project site. Parking is required at one stall per dwelling unit. Within 25-foot horizontal distance from a street grade, parking cannot occupy the first two stories above grade. Parking within 25 feet horizontal distance from a street grade on a small portion of the first story is included in the proposed project, hence an exception from this requirement under PUD Conditional Use would be needed to permit such parking. The project would also seek an exception to the off-street loading space requirement (Section 152), as two are required and the project would provide one.

Environmental plans and policies are those, like the Bay Area Air Quality Management District's 1997 *Clean Air Plan*, which directly address physical environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The current proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *Planning Code* to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident

employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA) or adopting any zoning ordinance or development agreement, the Planning Commission is required to find that the proposed project or legislation is consistent with the Priority Policies. The motion by the Planning Commission approving or disapproving the project will contain the analysis determining whether the project is in conformance with the eight Priority Policies.

The Planning Commission must certify the EIR as a complete and accurate environmental analysis of the project before taking any discretionary actions. As described above, the project would require approval pursuant to Section 303 of the *Planning Code*; Conditional Use Authorization for building height above 40 feet in an R District, and for site coverage exceeding 80 percent on a sloping site, and as a Planned Unit Development with exceptions to bulk limits, distance between the towers, off-street loading space(s), and first-floor parking within 25 feet of the street. Building permits from the Department of Building Inspection would also be required. Approvals necessary for the project and the relationship of the project to *Planning Code* requirements will be described in the EIR.

B. ENVIRONMENTAL EFFECTS

All items except Transportation/Circulation on the Initial Study Environmental Evaluation Checklist have been checked "No," indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect. For items where the environmental effect is "To be Determined," the analysis will be included in the EIR. Several of the Checklist items have been checked "Discussed," indicating that the Initial Study text includes discussion about that particular issue. For all of the items checked "No" without a discussion, the conclusions regarding potential significant adverse environmental effects are based on field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Planning Department such as the Department's *Transportation Guidelines for Environmental Review*, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each Checklist item, staff considered both the individual and cumulative impacts of the proposed project.

1. <u>Land Use</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Disrupt or divide the physical arrangement of an established community?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have any substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

As noted in the project description, the approximately 38,000-square-foot project site is located at the northwestern corner of the block bounded by First, Folsom, Fremont, and Harrison Streets in San Francisco's Rincon Hill neighborhood within an RC-4 (Residential-Commercial, Combined, High Density) District in the residential subdistrict of the Rincon Hill Special Use District. The project site is currently occupied by about

a 200-space paved surface parking lot. The historic one-story Edwin Klockars Blacksmith Shop (City Landmark Number 149) is adjacent to the project site on its northeast side on Folsom Street. The multi-story Sailors Union of the Pacific building is to the south of the project site on First Street. Land uses on the northeast side of the block along Fremont Street include a two-story computer technology office building, a four-story Seafarer's Union building, a three-story Marine Engineers Union building, surface parking areas, and a multi-story PG&E substation.

The Rincon Hill area contains a mix of land uses with a variety of building types and sizes, including residential, live/work, office, wholesale and retail, warehouse, light industrial, auto service, parking, nightclubs, and Bay Bridge on- and off-ramps. To the north of the project site are the Transbay Terminal and office and commercial uses in the South of Market Area.

The site is about two blocks south of the Transbay Terminal, three blocks south of the Financial District, five blocks west of The Embarcadero, and about four blocks east of Moscone Convention Center. The Bay Bridge is about one block south of the site. One-half block south of the site, at First and Harrison Streets, is an on-ramp to the Bay Bridge. West and north of the project site, an elevated bus ramp extends in a north-south direction, leading from the Bay Bridge to the Transbay Terminal, located at First and Mission Streets. The area under the ramp is used for public parking from Folsom Street to north of Howard Street.

To the west of the project site along First Street are several two- to six-story office, residential and live/work buildings, several of which have ground floor retail or restaurant/bar uses. On the northwest corner of Harrison and First Streets is a gas station.

A number of new projects are proposed, under construction, or recently completed near the project site. A 200-foot high residential building with approximately 54 units is proposed at 325 Fremont Street. Avalon Towers, a 225-unit residential building with two 20-story towers, about 150 feet in height as measured from Harrison Street, was recently completed along Beale Street, near the corner of Beale and Harrison Streets, two blocks east of the project site. A 200-foot tall residential building with 245 units has been approved and is under construction at 400 Beale Street. A 16-story, 287-foot high headquarters building for The Gap is under construction at the northwest corner of Folsom Streets and the Embarcadero, five blocks northeast of the project site. The approved First and Howard Streets Project, one block northwest of the project site, is a complex of three nine-story office buildings, up to 158 feet in height, with 854,000 square feet of office, 32,800 square feet of ground-floor retail, and underground parking located on whole or partial blocks on three corners (northwest, southeast and southwest) of the intersection of First and Howard Streets. A 25-story high-rise office building is under construction at Howard and Fremont Streets, one block north of the project site. A 17-story, 162-foot high, 414-room hotel is under construction at the northeast corner of Second and Folsom Streets, two blocks west of the project site. A seven-story, 88-foot high, 267,000-square-foot office building is proposed at 235 Second Street, between Clementina and Tehama Streets, one block west of the project site. San Francisco State University has proposed a downtown campus on part of the vacant Caltrans property across Folsom Street from the project site.

The proposed project would change the land use of the site from a parking lot to residential and retail with increased parking on the project site. The residential and retail uses proposed for the site are permitted uses in the RC-4 District, Residential Subdistrict of the Rincon Hill Special Use District and would be consistent with the existing and planned uses in the vicinity. The project would not have a substantial adverse effect on land use. Because the project would be developed within the existing block and street configuration, it would not divide the physical arrangement of an established community. For informational purposes, land use will be addressed in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
2. <u>Visual Quality</u> - Could the project:			
a. Have a substantial, demonstrable negative aesthetic effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Generate obtrusive light or glare substantially impacting other properties?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Aesthetic Effect

Aesthetics and urban design are subjective, and individuals may hold differing opinions about the aesthetic design of any proposed project. The current proposal is no exception, and although the project design is intended to complement neighboring buildings in terms of organization, scale, and materials, others may feel differently upon studying the design proposal. Due to these potential differences of opinion, significant adverse effects related to design are limited to those which could have "substantial" and "demonstrable" negative aesthetic effects.

The project would result in a visual change at the site, since the existing surface parking lot would be demolished and a building with 21-story and 26-story residential towers would be constructed on the site. The height and bulk of the proposed buildings would exceed most of the other buildings in the immediate vicinity. The approximately 15-story Bank of America clock tower is located on Harrison Street across from the project block, and the Pacific Gas & Electric Embarcadero Substation at the southern corner of Folsom and Fremont Streets, in the same block as the proposed project, is approximately 117 feet high. As discussed above in Land Use, several high-rise buildings within two blocks of the proposed project have been recently completed, or are under construction or proposed.

The project would be designed to be compatible with the surrounding buildings in the area. The project's Folsom Street facade would be set back 25 feet from the face of its building base (or from the Folsom Street/north side property line) starting at the 28-foot high level to relate to the scale of the adjacent historic landmark blacksmith building. This juxtaposition of the project building and the landmark building will be further discussed in the EIR.

The proposed project would be higher than existing nearby buildings, and may block private views from residences on the west side of First Street, but would not block any public views or vistas. Given the fact that the project would be within an urbanized landscape that includes other high-rises, the Bay Bridge, and an elevated bus ramp, it cannot be concluded that the project would result in a substantial or demonstrable negative aesthetic effect, or that it would substantially degrade the existing visual character of the site and its surroundings. The Planning Commission will consider whether to approve or disapprove the proposed project, will review the proposed design further, and may nonetheless request changes in height, massing, materials, or other design elements.

Views

Views of the project site from First and Folsom Streets and surrounding areas would be altered by construction of the project. However, the project would not obstruct any scenic views currently enjoyed from public open spaces, and would not substantially alter the overall urban visual character of views from other locations. For informational purposes and to assist in the understanding of the project, the EIR will discuss visual quality and urban design and will provide several photomontages of the proposed buildings in the context of surrounding structures.

The project would comply with Planning Commission Resolution No. 9212 which prohibits the use of mirrored or reflective glass. The project sponsor would not include exterior lighting in excess of amounts common and accepted in urban areas. The project would not, therefore, generate obtrusive light or glare substantially impacting other properties; hence, light and glare will not be discussed in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
3. <u>Population</u> - Could the project:			
a. Induce substantial growth or concentration of population?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace a large number of people (involving either housing or employment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

The project would replace a parking lot with 332 dwelling units and 5,100 square feet of retail space which would increase the daily population on the project site by about 715 people. This figure is based on the average number of persons per household (i.e., 2.11 persons per household) in the South of Market Planning District (location of the proposed project) listed in the San Francisco Planning Department October 1991 *San Francisco Atlas*, and on a density of one retail employee per 350 square feet of retail space.¹ The anticipated neighborhood-serving retail use would probably employ San Francisco residents, rather than directly attract new employees to San Francisco or the region. The small amount of new employment on the project site could be noticeable to those most familiar with the area, particularly in the context of cumulative growth, which

will bring new residents, employees, and visitors to the First Street corridor in the near future. This growth will not exceed forecasted amounts and would not be considered significant in the urban context of San Francisco.

San Francisco consistently ranks as one of the most expensive housing markets in the United States. San Francisco is the central city in an attractive region known for its agreeable climate, open space, and recreational opportunities, cultural amenities, strong and diverse economy, and prominent educational institutions. As a regional employment center, San Francisco attracts people who want to live close to where they work. These factors continue to support strong housing demand in the City. New housing to relieve the market pressure created by the strong demand is particularly difficult to provide in San Francisco because the amount and availability of residential land is limited, and because land and development costs are high.

The proposed project would create 332 new housing units and increase the housing supply in San Francisco. Because of the strong demand for housing in San Francisco that would exist with or without the project, it is not anticipated that the project would induce substantial growth or concentration of population beyond that which would have occurred without the project.

The proposed housing units would be close to the major employment center of downtown San Francisco. While some project residents could originate from outside the San Francisco Bay Area, others may relocate from other parts of the Bay Area to be closer to their employment. In this case, the project could have a beneficial effect by providing housing closer to employment and reducing travel to work.

The proposed project would not displace any residents. The project may displace one or a small number of jobs at the existing parking lot. This job displacement would be less than the job creation at the project's retail space. In any event, neither the job displacement nor job creation of the project would be considered a significant employment effect in the large and dynamic economy of San Francisco.

Based on the above analysis, no significant physical environmental effects on housing demand or population would occur, and these issues require no further analysis in the EIR. Other physical effects of this increase in population on site will be addressed in the EIR by topic, primarily in the area of transportation.

NOTES - Population

1. City and County of San Francisco, Department of City Planning, *Guidelines for Environmental Review: Transportation Impacts*, Appendix 1, July 1991.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
4. <u>Transportation/Circulation</u> - Could the project:			
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?			<u>To be Determined</u>
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?			<u>To be Determined</u>

- c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?

To be Determined

- d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?

To be Determined

Increased residents and employment on the project site would result in increased demands on the local transportation system, including increased traffic, transit demand and parking demand. Four hundred ten parking spaces would be provided in the proposed project, replacing approximately 200 spaces in the existing surface lot. The EIR will discuss project effects related to traffic and circulation, including intersection operations, transit demand, and impacts on pedestrian circulation, parking, bicycles, and freight loading as well as potential traffic impacts during construction. If the easement off Grote Place cannot be obtained, two alternatives for loading (directly accessed from Folsom Street or accessed from First Street) will be discussed in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
5. <u>Noise</u> - Could the project:			
a. Increase substantially the ambient noise levels for adjoining areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Violate Title 24 Noise Insulation Standards, if applicable?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be substantially impacted by existing noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Project construction would generate noise that may be considered an annoyance by occupants of nearby properties. No pile driving would occur with project construction. Due to the temporary and intermittent nature of construction noise, and the relatively high traffic noise levels in the immediate area, project construction noise would not be considered significant. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). The Noise Ordinance requires that construction work be conducted in the following manner: 1) noise levels of construction equipment, other than impact tools, must not exceed 80 decibels (dBA; a unit of measure for sound - "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound) at a distance of 100 feet from the source (the equipment generating the noise); 2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works to best accomplish maximum noise reduction; and 3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m., unless the Director of the Department of Public Works authorizes a special permit for conducting the work during that period. Because project construction noise would be temporary and intermittent and thus would not be considered significant, construction noise requires no further analysis and will not be addressed in the EIR.

The noise generated by occupancy of the proposed residential/retail building would be limited to vehicles arriving at and departing from the project internal parking garage and loading zones. This noise would not be considered a significant impact of the proposed project, since it would be virtually unnoticed within the urban context of the project area and the nearby I-80/Bay Bridge. Based on published scientific acoustic studies, to produce an increase in ambient noise levels noticeable to most people in the project area, the traffic

volumes in the area would need to double, which would not occur with implementation of the proposed project. Hence, operational noise requires no further analysis and will not be discussed in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
6. <u>Air Quality/Climate</u> - Could the project:			
a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Permeate its vicinity with objectionable odors?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Effects on Ambient Air Quality

The Bay Area Air Quality Management District (BAAQMD) operates a regional monitoring network which measures the ambient concentrations of six air pollutants (the "criteria pollutants"): ozone(O_3), carbon monoxide (CO), fine particulate matter (PM_{10}), lead (Pb), nitrogen dioxide (NO_2) and sulfur dioxide (SO_2).

The federal Clean Air Act and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate areas of the state where the federal or state ambient air quality standards are not met as "non-attainment areas." Because of the differences between the national and state standards, the designation of nonattainment areas is different under the federal and state legislation. On the basis of the monitoring data, the Bay Area, had been designated a "non-attainment" area with respect to the Federal O_3 and CO standards. In 1995, the Bay Area was redesignated by the U.S. Environmental Protection Agency as a "maintenance area" for ozone, and in 1997, the Bay Area was redesignated to "maintenance area" for CO. However, in June of 1998, the U.S. Environmental Protection Agency, based on data from 1995-1997, reclassified the Bay Area again as a non-attainment area for ozone, essentially reversing the 1995 action. The air basin is an attainment area or is unclassified for all other national ambient air quality standards. In addition, San Francisco has experienced violations of the state PM_{10} standards.

A four-year (1994 to 1997) summary of data collected at the BAAQMD monitoring station at 10 Arkansas Street (about a mile south of the project site) indicated that there were no violations of either the one-hour or eight-hour CO standards, or the standards for ozone, nitrogen dioxide, sulfur dioxide or lead. The state PM_{10} standard was exceeded on one to six days each year during the four-year period of 1994-1997.

Comparison of these data with those from other BAAQMD monitoring sites indicates that San Francisco's air quality is among the least degraded of all urbanized portions of the Bay Area. Three of the prevailing winds, west, northwest, and west-northwest, which blow off the Pacific Ocean, reduce the potential for San Francisco

to receive air pollutants from elsewhere in the region. These winds also disperse air pollutants arising in San Francisco to other parts of the Bay Area.

Data from air quality monitoring in San Francisco show that there have been violations of the state's (but not federal) fine particulate standards. Prior to 1989, occasional violations of the state and federal 8-hour standard for carbon monoxide were also recorded annually. CO is a non-reactive air pollutant, the major source of which is motor vehicles. CO concentrations are generally highest during periods of peak traffic congestion. Particulate levels are relatively low near the coast and increase with distance from the coast, peaking in dry, sheltered valleys. The primary sources of particulates in San Francisco are construction and demolition, combustion of fuels for heating, and vehicle travel over paved roads.¹

San Francisco, like all other sub-regions in the Bay Area, contributes to regional air quality problems, primarily O₃, in other parts of the Bay Area. Ozone is not emitted directly from air pollutant sources, but is produced in the atmosphere over time and distance through a complex series of photochemical reactions involving hydrocarbons (HC) and nitrogen oxides (NO_x), which are carried downwind as the photochemical reactions occur.

In 1995, emissions from motor vehicles were the source of 70 percent of the CO, 41 percent of the HCs, 72 percent of the PM₁₀, 89 percent of the sulfur oxides and 53 percent of the NO_x emitted in San Francisco.²

Under the California Clean Air Act, the entire San Francisco Bay Air Basin is a nonattainment area for ozone and PM₁₀. The air basin is either attainment or unclassified for other pollutants.

The Bay Area has both a federal and state air quality plan. Both plans propose the imposition of controls on stationary sources (factories, power plants, industrial sources, etc.) and transportation control measures designed to reduce emissions from automobiles.

Air quality impacts from a project, such as the subject residential building project, result from project construction and operation. Construction emissions, primarily dust generated by earthmoving activities and criteria air pollutants emitted by construction vehicles, would have a short-term effect on air quality. Operational emissions, generated by project-related traffic and by combustion of natural gas for building space and water heating, would continue to affect air quality throughout the lifetime of the project.

Construction Emissions

Construction activities such as demolition, excavation and grading operations, construction vehicle traffic and wind blowing over exposed earth would generate exhaust emissions and fugitive particulate matter emissions that would temporarily affect local air quality. Construction activities would not involve burning of any materials and would not create objectionable odors. Grading and other construction activities would temporarily affect local air quality for a period of months, causing a temporary increase in particulate dust and other pollutants. Dust emission during excavation would increase particulate concentrations near the site.

Under high winds, exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Construction dust is composed largely of large particles that settle out of the atmosphere more rapidly with increasing distance from the source. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases, as well as sensitive electronic or communications equipment. Consistent with BAAQMD CEQA Guidelines, construction-period air emissions are considered less than significant if effective control measures are implemented. The project sponsor has agreed to implement Mitigation Measure 1.

Operations Emissions

Project operation would affect local air quality by increasing the number of vehicles on project-impacted roads and at the project site, and by introducing stationary emissions to the project site. Transportation sources would account for over 90 percent of operational project-related emissions. Stationary source emissions, generated by combustion of natural gas for building space and water heating, would be less-than-significant.

The project would change traffic on the local street network, changing carbon monoxide levels along roadways used by project traffic. Carbon monoxide is an odorless, colorless poisonous gas whose primary source in the Bay Area is automobiles. Project traffic would also have an effect on air quality outside the project vicinity. Trips to and from the project would result in air pollutant emissions over the entire Bay Area. The EIR will discuss project traffic effects related to air quality.

Shadow

The proposed First and Folsom Residential Project would replace a surface parking lot with a high-rise building with 26-story and 21-story towers. This would increase the amount of shadow on area streets and sidewalks at certain times of the day and year. Section 295 of the *Planning Code* was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year around. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the Planning Commission finds the impact to be insignificant. To determine whether this project would comply with Section 295, a shadow fan analysis was prepared by the Planning Department, which concluded that project-generated shadow would not reach any Proposition K protected properties (a copy of this report is available for review in Project File No. 99.579K at the Planning Department, 1660 Mission Street, San Francisco). The project, however, would at times shade portions of First and Folsom Streets, as well as the sidewalks adjacent to the project building along these streets. The project would cast shadows on buildings on the west side of First Street during the morning hours and on the landmark blacksmith shop in the afternoon. Portions of the public pedestrian pathway on the south side of the project site would be in the project shadow in late afternoons during the summer months. The new shadows created by the project would not exceed levels commonly expected in urban areas, and would not be considered significant. Hence, the EIR will not discuss shadow.

Wind

Wind conditions partly determine pedestrian comfort on sidewalks and in other public areas. In downtown areas, tall buildings can redirect wind flows around and down to street level, resulting in increased wind speed and turbulence at street level. In order to provide a comfortable wind environment for people in San Francisco, the City established specific comfort criteria to be used in the evaluation of proposed buildings. Section 249.1(b)(3) of the *Planning Code* establishes in the Rincon Hill Special Use District 7 miles per hour (mph) and 11 mph equivalent wind speeds (as defined in the Code) as comfort criteria for public seating and pedestrian use areas, respectively, and 26 mph (hourly averaged) equivalent wind speed as a wind hazard criterion. New buildings and additions to buildings may not cause ground-level winds to exceed the comfort levels more than ten percent of the time year-round between 7:00 a.m. and 6:00 p.m., nor reach the hazard level for a single hour of the year. If existing wind speeds exceed the comfort level, new buildings and additions must be designed to reduce ambient wind speeds to meet the requirements. An exception to this requirement may be permitted but only if and to the extent that the project sponsor demonstrates that the building or addition cannot be shaped or wind baffling measures cannot be adopted without unduly restricting the development potential of the building site in question. There is no allowable exception to the hazard criterion.

Wind-tunnel tests were conducted for the proposed project.³ Sixteen pedestrian areas were studied for the four prevailing wind directions: northwest, west-northwest, west, and west-southwest. These wind conditions are the most common in San Francisco, and are therefore the most representative for evaluation.

Existing winds range from 6 to 15 mph. The windiest areas around the site are on the corners of First Street and Folsom (ranging from 12 to 15 mph) and in front of the site on First Street (11 to 12 mph). None of the measurement points were found to exceed the 26 mph hazard criterion.

Wind speeds with the project would range from 9 to 18 mph. Compared with the existing setting, the wind environment with the project building would result in decreases in wind speeds at three locations, increases at ten locations and no change at three locations. No location would have exceedences of the 26 mph equivalent wind speed hazard criterion. The two locations measured on the pedestrian pathway on the south side of the site would be below the 11 mph criterion.

With the project and cumulative conditions of other nearby proposed projects (the First and Howard office complex and the 325 Fremont residential building), wind conditions would decrease at three locations, increase at eight locations, and remain unchanged at five locations. Wind speeds would range from 6 to 19 mph (on the west side of First Street near Folsom Street and at the sidewalk near the southwest corner of the project building, respectively). No location would have exceedences of the 26 mph equivalent wind speed hazard criterion.

Overall, with the cumulative wind conditions, nine of the total 16 locations around the proposed project would experience winds exceeding the 11-mph pedestrian-comfort criterion, three more than under the existing conditions. These locations continue to be on the northeast, northwest and southwest corners of Folsom and

First Streets and in front of the project on First Street. An exception from ground-level wind current standards would be sought by the project sponsor in accordance with *Planning Code* Section 249.1(b)(3) because the project would newly cause winds to exceed the comfort criterion at those three locations. The project would not cause winds at any of the test locations to exceed the 26 mph hazard criterion. Usable open spaces in the project (common and private decks) would be shielded. With appropriate placement of screens and other architectural elements, these open space areas would have winds below the 7 mph seating criterion.

In view of the above, wind effects of the proposed project would not be significant. Hence, this topic will not be discussed in the EIR.

NOTES - Air Quality

1. Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, April 1996.

2. Ibid.

3. Don Ballanti, Certified Consulting Meteorologist, *Wind Tunnel Analysis for the Proposed First and Folsom Streets Project*, February 2000. This report is available for public review in Case File 99.579E at the San Francisco Planning Department, 1660 Mission Street, San Francisco, CA.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
7. <u>Utilities/Public Services</u> - Could the project:			
a. Breach published national, state or local standards relating to solid waste or litter control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Extend a sewer trunk line with capacity to serve new development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase demand for schools, recreation or other public facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Require major expansion of power, water, or communications facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project would increase demand for and use of public services and utilities on the site and increase water and energy consumption, but not in excess of amounts expected and provided for in the project area, and would not be expected to have any measurable impact on public services or utilities. The new building would be designed to incorporate water-conserving measures, such as installing low-flush toilets and urinals, as required by California State Building Code Section 402.0(c). Therefore, effects would not be significant, and this topic requires no further analysis and will not be discussed in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
8. <u>Biology</u> - Could the project:			
a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require removal of substantial numbers of mature, scenic trees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is in an urban area which has been developed since the late nineteenth century and is covered with impervious surfaces. Development of the site would not affect plant or animal habitats. The project would not interfere with any resident or migratory species. The open space proposed as part of the project would include plants and street trees appropriate for the urban landscape of the project site. Therefore, no further analysis is required and this topic will not be included in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
9. <u>Geology/Topography</u> - Could the project:			
a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The elevation of the project site ranges from approximately 40 to 60 feet above Mean Sea Level (MSL). The site is on the northern slope of Rincon Hill and slopes down toward the north. First Street slopes down toward the northwest and Folsom Street slopes down toward the northeast.

A Phase I Environmental Site Assessment for the project site was completed in 1998 by Allwest Environmental, Inc.¹ The Environmental Site Assessment noted that the area consists of undifferentiated sandstone and shale deposits of the Jurassic era, consisting of clastic sedimentary rocks. The general vicinity, to the east and south of the project site, consists of artificial fill which is mostly dune sand but includes silt, clay, broken rock and construction debris. According to the 1984 Rincon Hill Environmental Impact Report, the artificial fill in these areas overlays bay mud where, prior to 1850, these portions were underwater within the Yerba Buena Cove of the San Francisco Bay. The project site does not lie within this artificial fill zone and is outside the San Francisco Department of Public Works High-Tide Line. Near surface soils at the site could not be observed due to the presence of pavement. According to available geologic literature and past subsurface investigations in the vicinity, soils near the surface consist of clastic sedimentary rocks with undifferentiated sandstone and shale.

The proposed project would include excavation of the site to construct four levels of underground parking. Approximately 42,000 cubic yards of material would be excavated for the foundation and underground parking. The foundation would be a spread-type and no piles would be required.

The *San Francisco General Plan Community Safety Element* contains maps that show areas in the City subject to geologic hazards. The project site is located in an area subject to groundshaking from earthquakes along the San Andreas and Northern Hayward faults and other faults in the San Francisco Bay Area (see Maps 2 and 3 in the Community Safety Element). Adjacent to the project site to the east and south is an area of liquefaction potential (Map 4 in the Community Safety Element), a Seismic Hazards Study Zone designated by the California Mines and Geology. The project site is not in an area subject to landslide, seiche or tsunami run-up, or reservoir inundation hazards (Maps 5, 6, and 7 in the Community Safety Element).²

In its review of the building permit application for a development proposal in or near an area of liquefaction potential, the Department of Building Inspection (DBI), will require the project sponsor to prepare a geotechnical report to assess the nature and severity of the hazards on the site and recommend project design and construction features that would reduce those hazards. A geotechnical (foundation) study would be included as part of the project. The project sponsor and its contractors would follow the recommendations of the final geotechnical reports regarding any excavation and construction for the project, including the types of foundations necessary to support various building elements. To ensure compliance with all San Francisco Building Code provisions regarding structural safety, DBI will review the geotechnical report and building plans for the proposed project, and determine the necessary design features to reduce potential damage to structures caused by groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on the project site would be ameliorated through the DBI requirement for a geotechnical report and review of the building permit application.

Based on the above discussion, no further analysis of geography and seismicity or topography is required in the EIR.

NOTES - Geology/Topography

1. Environmental Site Assessment, First Street between Harrison and Folsom, Assessor's Parcel No. 25-3748-32, San Francisco, California, Prepared for: Sailor's Union of the Pacific, and Trucker & Huss, by AllWest Environmental, Inc., May 4, 1998. This report is available for public review in Project File No. 99.579E at the Planning Department, 1660 Mission Street, San Francisco, CA.

2. City and County of San Francisco, *Community Safety Element, San Francisco General Plan*, April 1997.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
10. <u>Water</u> - Could the project:			
a. Substantially degrade water quality, or contaminate a public water supply?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Cause substantial flooding, erosion or siltation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is entirely covered by an impervious surface consisting of the paving of the existing parking lot. The project would demolish the parking lot and construct a residential/retail building. These site changes would not increase the area of impervious surface on the site and would not therefore increase surface runoff. The general drainage pattern of the site would also not be altered, and site runoff would drain into the City's combined sanitary and storm drain sewer system which operates under National Pollutant Discharge Elimination System (NPDES) permits. Therefore, neither groundwater resources nor runoff and drainage would be adversely affected, nor would the project result in flooding, erosion, or siltation.

Groundwater flow in the region is generally away from the higher portions of the San Francisco Peninsula towards San Francisco Bay. Groundwater flow usually mimics surface topographical/bedrock highs, such as Rincon Hill. According to available records at the San Francisco Department of Public Health, attempts to install groundwater monitoring wells at adjacent properties such as the Union 76 Station at 390 First Street failed because of drilling refusal in the bedrocks. No free groundwater was observed in the rock formations. Studies at sites further north and west of the project site indicate groundwater in the downtown area is generally at or near sea level and flows toward the north and northeast. Surface water flow generally follows the ground surface contours in the north and northwest direction. No water reservoirs or ponds at the project site exist according to historic aerial photographs of the site and available USGS topographic maps. Based on topography, available geologic literature and past subsurface investigations in the site vicinity, the inferred depth to groundwater ranges seasonally from 8 to 18 feet below the ground surface. The groundwater flow direction is to the northeast.¹

Dewatering the project site may be required during excavation. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment, and Compliance (SPEAC) of the San Francisco Public Utilities Commission must be notified of projects necessitating dewatering, and may require groundwater analysis before discharge. Potential degradation of groundwater quality as a result of dewatering during project construction would be reduced to a less than significant level through implementation of the SPEAC requirement of retention of groundwater pumped from the project site to a holding tank (to allow suspended particulates to settle to reduce the amount of sediment), and analysis of this groundwater quality before it is discharged to the combined sanitary and storm drain sewer system.

In conclusion, the project would not result in a significant effect related to water, and no further analysis of water resources is required in the EIR.

NOTES - Water

1. City and County of San Francisco, *Community Safety Element, San Francisco General Plan*, April 1997.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
11. <u>Energy/Natural Resources</u> - Could the project:			
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the California Code of Regulations. Documentation showing compliance with these standards is submitted with the application for the building permit. Title 24 is enforced by the Department of Building Inspection; and thus, no further analysis of energy is required in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
12. <u>Hazards</u> - Could the project:			
a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Interfere with emergency response plans or emergency evacuation plans?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Create a potentially substantial fire hazard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

A Phase I Environmental Site Assessment (ESA) for the project site was prepared by AllWest Environmental, Inc. in May 1998. (A copy of this report is available for review in Project File No. 99.579E at the Planning Department, 1660 Mission Street, San Francisco.) The report described the land use history of the project site and area that may have involved handling, storage, or disposal of hazardous substances that could have affected the quality of soils or groundwater, and evaluated the potential presence of chemically-affected soil on the project site.

The Sanborn Maps from 1887 and 1949 indicate that the site was occupied by several small structures including residences, tool shops and several stables. The Sanborn Maps from 1974 to 1997 indicate that the property was vacant and used for parking. Aerial photographs indicate that approximately ten structures occupied the site from the earliest available photo in 1935 until 1955. Subsequent photos from 1958 to 1997 show the project site and surrounding properties in a configuration similar to that of the present. According

to available city directories, the site was occupied by Castle Hotel and Monasch Manufacturing, a tool manufacturing facility, from 1953 until 1956. The site is listed as vacant in historical city directories from 1957 to the present, although the site has been in use as a parking lot. Based on the review of historical documentation of the buildings which previously occupied the site, it is unknown whether any of these structures had basements and/or whether fill materials were used in or associated with demolition of these structures.

As part of the Phase I ESA, various databases of hazardous materials sites were reviewed. The project site is not included in any of the lists, although there are some records of hazardous materials in the vicinity of the project site.

Underground Storage Tanks

The Phase I Environmental Site Assessment noted that there is no direct visual or recorded evidence of underground storage tanks (USTs) on the site, but that many buildings constructed prior to 1950 used USTs to store liquid fuel for heating systems and emergency generators. The Phase I ESA recommends a UST scan by magnetometer to determine if abandoned heating oil USTs or piping exist on the site, and if any are found, they should be removed in accordance with regulatory requirements, and surrounding soils should be tested. Where hazardous wastes are found in excess of state or federal standards, the sponsor would be required to submit a site mitigation plan (SMP) to the appropriate state or federal agency(ies), and to implement an approved SMP prior to issuance of any building permit. Where toxics are found for which no standards are established, the sponsor would request a determination from state and federal agencies as to whether an SMP is needed.

Soil and Groundwater

The Phase I ESA noted that the areas east and south of the project site are underlain by artificial fill. Elevated metals and petroleum hydrocarbon concentrations are commonly found in fill areas of San Francisco. These compounds typically result from past regional industrial activities and the 1906 earthquake and fire debris. The presence of fill with elevated metals and petroleum hydrocarbons does not necessarily prompt a response from regulatory agencies because of the regional nature of the problem. Approximately 42,000 cubic yards of fill would be removed for site development, and Mitigation Measure 2a would ensure that effects of contamination are reduced to a less-than-significant level.

Emergency Response

San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. The final building plans for any new or modified residential building project are reviewed by the San Francisco Fire Department (as well as the Department of Building Inspection) in order to ensure conformance with these provisions. The proposed project would conform to these standards, which would include sprinkler systems throughout the building. In this way, potential fire hazards (including those associated with hydrant water pressure and emergency access) would be mitigated during the permit review process.

Potential health and safety issues related to site contamination, soil contamination, future use of hazardous materials on site, and emergency procedures and remediation would be reduced to less-than-significant levels, with implementation of the mitigation measures included in the project development. Therefore, these issues do not require further analysis and will not be discussed in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
13. <u>Cultural</u> - Could the project:			
a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with established recreational, educational, religious or scientific uses of the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with the preservation of buildings subject to the provisions of Article 10 or (proposed) Article 11 of the City Planning Code?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

A cultural resources evaluation of the project site was completed by an independent consultant and is summarized here.¹ In its natural state, the project site was situated on the slope of Rincon Hill. The vegetation at the site was probably similar to that of most of the northern San Francisco peninsula -- mainly grasses, scrub brush, and occasional stands of oak trees or willows. Elevations of the site ranged between approximately 40 and 60 feet above mean sea level. The original shoreline of San Francisco Bay was located approximately 225 to 300 feet east of the project site, near the present-day intersection of Folsom and Beale Streets.

The project site is situated in what was, prior to the arrival of the first Europeans, the northwestern portion of the territory occupied by the Costanoan people, a Native American group also referred to in anthropological literature as the Ohlone. The marshes of Mission Bay, the shoreline of Yerba Buena Cove, and several sources of fresh water were located near the project site. Previous research has shown that such environments may have represented favorable sites for a Native American settlement. Several deeply buried, previously unrecorded prehistoric sites have been recently discovered in the South of Market area, one within two blocks of the project site. These deeply buried sites remained intact despite the topographical alteration that has taken place since the 1850s. An assessment of the characteristics of these archaeological sites and their proximity to the shoreline of Yerba Buena Cove and the marshes bordering Mission Bay suggests that similar prehistoric/protohistoric (up to 1775 A.D.) archaeological deposits may exist within or adjacent to the proposed project site.

It is unlikely that there was any regular activity on the project site or its immediate vicinity during the Spanish, Mexican or Early American periods (1776-1848). The Mission Dolores and the Presidio, the principal centers of activity, were located at a considerable distance from the site, and the gradual growth of the settlement of

Yerba Buena (later renamed San Francisco) did not encroach upon the project site. Throughout the entirety of the Early Historic Period, the project area remained in a completely natural state.

The first settlement and development of the South of Market area in which the project site is located began during the Gold Rush era (1849-1857). After serving as a jumping-off point for prospectors waiting to travel to the Sierra gold fields, the area was initially developed with dozens of iron foundries and heavy machinery manufacturers. The project site is on the southern periphery of the Happy Valley and Pleasant Valley neighborhoods that developed during this period. The land in and around the southeastern corner of First and Folsom Streets had been purchased and subdivided by the beginning of 1850.

During the early and mid-1850s, the development of the South of Market area galloped ahead. By the mid-1860s, a number of the lots within the block bounded by First, Fremont, Folsom, and Harrison Streets were owned by some of San Francisco's wealthiest, most influential citizens.

During the later 19th Century Period (1858-1906), the topography in the South of Market area was drastically altered, with all of the region's great sand hills systematically reduced over a period of about 20 years. The material excavated from the hillsides was used to fill in the waters of Yerba Buena Cove and Mission Bay, extending the City's shoreline eastward by up to 1,000 feet. The alteration of topography included the infamous Rincon Hill Second Street cut of 1869 which changed the economic character of the South of Market area. Houses were destroyed and the value of the land declined.

By the 1880s, nearly all of the elegant two- and three-story buildings that had been situated in the area prior to the Second Street cut were gone. In their place were one- and two-story frame structures containing multi-family residences and boarding houses. Most of the project site was filled with tightly-packed residential buildings, some labeled "tenements" in the 1887 Sanborn Map. Two stables were also located on the project site.

The buildings on the project site were consumed by fire in the great 1906 earthquake. Most of the site was rebuilt by 1913, according to the 1913 Sanborn Map. During the second decade of the 20th Century, commercial and industrial uses were added to the existing residences at the site. By the early 1920s, the project site and environs had been developed with the essential land use mix and architectural characteristics that typify the current neighborhood.

In summary, despite the topographic reduction that has occurred on the site since the 1850s, there is a potential for encountering prehistoric/protohistoric archaeological resources at the site, although no concrete evidence of such cultural materials was discovered in the cultural resources evaluation of the project. There is little likelihood of recovering cultural resources from the Spanish, Mexican or Early American periods (1775-1848). However, there is reasonable possibility that subsurface cultural resources of significance associated with the Gold Rush and Late 19th Century periods may exist within the confines of the project site.

Construction of the project would require about 42,000 cubic yards of fill to be removed. Given the potential presence of archaeological resources on the site, a program of pre-construction archaeological testing and evaluation is recommended to determine the presence or absence of subsurface archaeological resources of significance. The project sponsor would implement Cultural Resources Mitigation Measure 3 to reduce the potentially significant disturbance, damage, or loss of archaeological resources during project construction to a less than significant level. Archaeological resources, therefore, require no further analysis and will not be included in the EIR.

Except for a small storage shed of relatively recent construction on the southwest corner, there is no building on the project site. Thus, the proposed project's potential to affect historic and architectural resources of significance would be limited to its potential effect on adjacent properties. The Edwin Klockars Blacksmith Shop is located at 449 Folsom Street, adjacent to the project site. This building is designated City Landmark No. 149, and therefore is subject to Article 10 of the *Planning Code*, which sets forth procedures regarding the preservation of sites and areas of special character or special historical, architectural or aesthetic interest or value such as officially designated City Landmarks.

The proposed project would not alter the Klockars Blacksmith Shop. To correlate with the height of the adjacent landmark Klockars building, the Folsom Street side of the project building would be set back 25 feet from the facade of the first two stories, starting at the 28-foot high level. The juxtaposition of the project building and the landmark building will be illustrated in the Visual Quality section of the EIR.

Notes - Cultural Resources

1. Allen G. Pastron, PhD., *Archival Cultural Resources Evaluation of the Proposed First and Folsom Streets Residential Development Project, San Francisco, California*, September 1999. This report is available for public review in Project File No. 99.579E at the Planning Department, 1660 Mission Street, San Francisco, CA.

Yes No Discussed

C. OTHER

Require approval and/or permits from City Departments other than the Planning Department or Department of Building Inspection or from Regional, State or Federal Agencies?



As discussed above, in addition to building permits from the Department of Building Inspection, the proposed project would require Conditional Use Authorization for a structure exceeding a height of 40 feet in an R District, Conditional Use Authorization for Planned Unit Development with exceptions to the bulk limits of the R Bulk District related to the proposed diagonal dimension in the northern tower and horizontal and diagonal dimensions in the southern tower, upper tower volume reduction, an exception to the 150-foot tower separation requirement, and to permit parking within 25 feet horizontal distance from a street grade on the first and second stories. The project may also require other exceptions under Section 249.1 (Rincon Hill Special Use District) of the *Planning Code*. Prior to authorizing the proposed project, the Planning Commission is required

to find that the proposed project is consistent with the eight Priority Policies described in Section 101.1 of the *Planning Code* (Proposition M).

The Department of Public Works and the Department of Parking and Traffic would review the project curbside loading area on First Street.

D. MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
1. Could the project have significant effects if mitigation measures are not included in the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following mitigation measures are related to topics determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing these measures and also include other measures which would be, or could be, adopted to reduce potential adverse effects of the project identified in the EIR.

The project sponsor has agreed to implement the following:

1. Construction Air Quality: The project sponsor shall require the construction contractor(s) to spray the project site with water during excavation, grading, and site preparation activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose.

The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

2. Hazards:

- a. The project sponsor would ensure that the construction contractor limit the amount of excavation, and handle and dispose of any excavated soils properly. Soil excavated for offsite disposal or use shall be characterized for metals and petroleum hydrocarbons based on the requirements of the accepting facility or party. This characterization should be performed on a representative volume of stockpiled soil.
- b. The project sponsor would perform a UST scan by magnetometer to determine if abandoned heating oil USTs or piping exist on the site. If any are found, they would be removed in accordance with regulatory requirements, and surrounding soils would be tested. Where hazardous wastes are found in excess of

state or federal standards, the sponsor would submit a site mitigation plan (SMP) to the appropriate state or federal agency(ies), and implement an approved SMP. Where toxics are found for which no standards are established, the sponsor would request a determination from state and federal agencies as to whether an SMP is needed.

3. Cultural Resources: The project sponsor shall retain the services of an archaeologist. During removal of paving and any buried foundation materials found on the site, the archaeologist shall carry out a pre-excavation testing program to better determine the probability of finding archaeological remains on the site. The testing program shall consist of a series of mechanical, exploratory borings or trenches and/or other testing methods determined to be appropriate by the archaeologist.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist shall submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO, and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures shall be implemented by the project sponsor and might include a program of on-site monitoring of any site excavation that may be necessary, during which the archaeologist shall record observations in a permanent log. Whether or not there are archaeological finds of significance, the archaeologist shall prepare a written report on the monitoring program that shall be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor shall designate one individual on site as his/her representative. This representative shall have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of archaeological resources of potential significance be found during the monitoring program, the archaeologist shall immediately notify the Environmental Review Officer (ERO), and the project sponsor shall halt any activities which the archaeologist and the ERO jointly determine could damage such archaeological resources. Ground disturbing activities which might damage cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist shall prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which shall contain an assessment of the potential significance of the archaeological finds and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO shall recommend specific mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of the cultural material.

Finally, the archaeologist shall prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report would be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center. The Office of Major Environmental Analysis shall receive three copies of the final archaeological report, accompanied by copies of transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center.

E. ALTERNATIVES

Alternatives to the proposed project will be defined further and described in the EIR. At a minimum, alternatives analyzed will include the following:

1. A No Project Alternative, in which the site would remain in its existing condition.
2. A lesser development alternative in which the project would not require exceptions to the Code, and fewer residential units would be proposed.
3. Variations to the service loading facilities, either on Folsom Street or First Street at the south end of the project.

F. MANDATORY FINDINGS OF SIGNIFICANCE

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)

☒ ☐ ☒

4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?

☐ ☒ ☒

Construction and operation of the proposed project could result in significant adverse traffic and circulation, and transit impacts. The EIR will discuss the potential transportation impacts of the project.

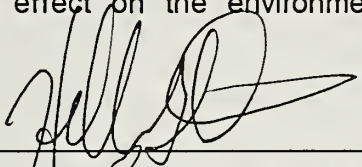
G. ON THE BASIS OF THIS INITIAL STUDY

☐ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

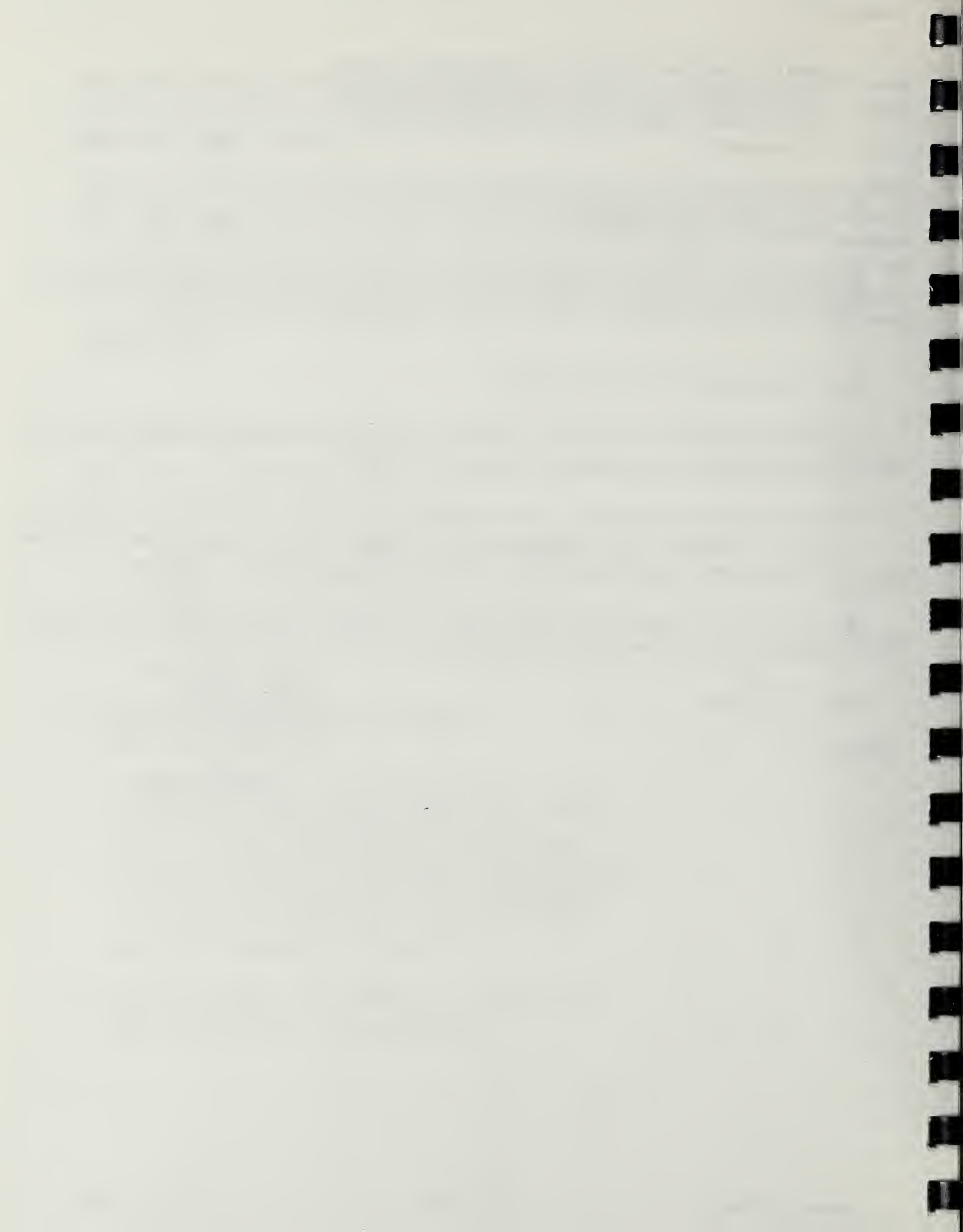
☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date: 6/3/00



HILLARY E. GITEMAN
Environmental Review Officer
for
Gerald G. Green
Director of Planning



Appendix B

DEIR Distribution List

APPENDIX B

DRAFT EIR DISTRIBUTION LIST

A. DRAFT EIR DISTRIBUTION LIST

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Office of Transportation Planning-B
P.O. Box 23660
Oakland, CA 94623-0660
Attn: Nandini N Shridhar

Northwest Information Center
Dept. of Anthropology
Sonoma State University
Rohnert Park, CA 94928
Attn: Christian Gerike

State Office of Intergovernmental Mgmt.
State Clearinghouse
1400 10th St.
Sacramento, CA 95814

State of California
Office of Historic Preservation
1416 - 9th Street
Sacramento, CA 94296

REGIONAL AGENCY

Craig Goldblatt
Metropolitan Transportation Commission
101 Eighth St.
Oakland, CA 94607

CITY AND COUNTY OF SAN FRANCISCO

Landmarks Preservation Advisory Board
1660 Mission St., 5th Flr.
San Francisco, CA 94103
Attn: Andrea Green

San Francisco Planning Commission
1660 Mission St.
San Francisco, CA 94103
Anita Theoharis, President
Beverly Mills, Vice President
Linda Richardson
Lawrence B. Martin
Beverly Mills
Dennis A Antenore
Cynthia Joe
Hector Chinchilla
Linda Avery, Secretary

Department of Building Inspection
1660 Mission Street
San Francisco, CA 94103
Attn: Frank Chiu, Director

Mayor's Office of Community Development
25 Van Ness Ave., Suite 700
San Francisco, CA 94102
Attn: Pamela David, Director

Marcia Rosen, Director
Mayor's Office of Housing
25 Van Ness Ave. # 600
San Francisco, CA 94102

Maria Ayerdi
Mayor's Office of Economic Development
City Hall, Room 448
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

Public Utilities Commission
1155 Market Street
San Francisco, CA 94102
Attn: Anson B. Moran, General Manager

Police Department
Planning Division Hall of Justice
850 Bryant Street, Room 500
San Francisco, CA 94103
Attn: Capt. Timothy Hettrich

San Francisco Department of Public Works
Bureau of Street Use and Mapping
875 Stevenson Street, Room 465
San Francisco, CA 94103
Attn: Barbara Moy

San Francisco Department of
Parking & Traffic
Traffic Engineering Division
25 Van Ness Avenue
San Francisco, CA 94102
Attn: Bond M. Yee

Jose Campos
SF Redevelopment Agency
770 Golden Gate
San Francisco, CA 94102

San Francisco Fire Department
Division of Planning & Research
698 Second Street
San Francisco, CA 94107
Attn: Lorrie Kalos, Asst. Deputy Chief

San Francisco Municipal Railway
MUNI Planning Division
949 Presidio Avenue, Room 204
San Francisco, CA 94115
Attn: Peter Straus

Recreation & Park Department
McLaren Lodge, Golden Gate Park
Fell and Stanyan Streets
San Francisco, CA 94117
Attn: Deborah Learner

LIBRARIES

Stanford University Libraries
Jonsson Library of Government
Documents
State & Local Documents Division
Stanford, CA 94305

Government Publications Department
San Francisco State University
1630 Holloway Avenue
San Francisco, CA 94132

Hastings College of the Law - Library
200 McAllister Street
San Francisco, CA 94102-4978

Institute of Government Studies
109 Moses Hall
University of California
Berkeley, CA 94720

Kate Wingerson (3 copies)
Document Library
City Library - Civic Ctr.
San Francisco, CA 94102

PROJECT SPONSOR

Arpad Domyan, President
First/Folsom LLC
1925 Century Park East, Ste. 240
Los Angeles, CA 90067-3178

PROJECT ATTORNEY

Steve Vettel
Morrison & Foerster LLP
425 Market Street
San Francisco, CA 94105

PROJECT ARCHITECT

Clark Manus
Patricia Kuo
Heller-Manus Architects
221 Main Street, Suite 940
San Francisco, CA 94105-1923

GROUPS AND INDIVIDUALS

Mrs. G. Bland Platt
362 Ewing Terrace
San Francisco, CA 94118

Mr. & Mrs. Dwight Moore
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San Francisco, CA 94105

Guy Wright
Critical Path
320 First St.
San Francisco, CA 94105

Helen Scott
346 First St., Unit 305
San Francisco, CA 94105

Richard Lee
The Bohan Company
703 Market St., Ste. 800
San Francisco, CA 94103

Warren Welter
443 Folsom St., 2nd Flr.
San Francisco, CA 94105

Nancy Taylor
Baker & McKenzie
Two Embarcadero Center, 25th Floor
San Francisco, CA 94111

Jeffrey Liebovitz
115 South Park
San Francisco, CA 94107

San Francisco Architectural Heritage
2007 Franklin Street
San Francisco, CA 94103
Attn: Executive Director

Sue Hestor
San Franciscans for Reasonable Growth
870 Market Street #1128
San Francisco, CA 94102

B. DRAFT EIR NOTIFICATION DISTRIBUTION LIST

AGENCIES

Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94604-2050
Attn: Susan Ryder

Association of Bay Area Governments
101 8th Street
Oakland, CA 94607
Attn: Jean Pederson

Regional Water Quality Control Board, SF Bay
Region
1515 Clay St., Ste. 1400
Oakland, CA 94612
Attn: Judy Huang

Bay Area Air Quality Management
District
939 Ellis Street
San Francisco, CA 94109
Attn: Joseph Steinberger

San Francisco Redevelopment Agency
770 Golden Gate Ave.
San Francisco, CA 94102
Edwin Tanjuaquio, Secretary
Darshan H. Singh
Leroy King
James Morales, Executive Director
Ramon Romero
Lynette Sweet
Benny Y. Yee
Mark Dunlop, President

Bureau of Energy Conservation
Hetch Hetchy Water & Power
1155 Market Street, 4th Floor
San Francisco, CA 94103
Attn: John Deakin, Director

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Associated Press
1390 Market Street, Suite 318
San Francisco, CA 94102
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San Francisco Bay Guardian
520 Hampshire St.
San Francisco, CA 94110
Attn: Gabe Roth, City Editor

San Francisco Business Times
275 Battery Street
Suite 940
San Francisco, CA 94111
Attn: Tim Turner

San Francisco Chronicle
925 Mission Street
San Francisco, CA 94103
Attn: Elliot Diringer

San Francisco Examiner
P.O. Box 7260
San Francisco, CA 94120
Attn: Gerald Adams

The Sun Reporter
1366 Turk Street
San Francisco, CA 94115

Tenderloin Times
146 Leavenworth Street
San Francisco, CA 94102
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San Francisco, CA 94124

GROUPS AND INDIVIDUALS

SOMA Senior Community Action Grp.
360 Fourth Street
San Francisco, CA 94107

Jim West
President
South of Market Neighborhood Assn
1001 Pine Street #210
San Francisco, CA 94107

Jack Davis, Executive Director
South of Market Cultural Center
934 Brannan Street
San Francisco, CA 94103

John Elberling, Director
TODCO
737 Folsom Street #TR
San Francisco, CA 94103

Jim Berk
SOMPAC Land Use Committee
P.O. Box 77068
San Francisco, CA 94103

Louise Bird
South Park Improvement Assn.
115 South Park
San Francisco, CA 94107

Gerry Markert, Founder
NFRD
601 4th Street, Suite 121
San Francisco, CA 94107

Ann Grogan
Executive Coordinator
So. Market Project Action Comm.
1035 Folsom Street
San Francisco, CA 94107

Jack Fertig
S.O.M.A. Residence Assoc.
37 Moss Street
San Francisco, CA 94103

AIA
San Francisco Chapter
130 Sutter Street
San Francisco, CA 94104
Attn: Bob Jacobvitz

Albert Beck
3028 Esplanade Street, Suite - A
Chico, CA 95973-4924

Ed Michael
1001 Franklin Street, #20E
San Francisco, CA 94109-6840

Chi-Hsin Shao
CHS Consulting Group
153 Kearny Street, Suite 209
San Francisco, CA 94108

Richard Mayer
Artists Equity Assn.
27 Fifth Avenue
San Francisco, CA 94118

Michael Dyett
Dyett & Bhatia
70 Zoe Street
San Francisco, CA 94103

Peter Bosselman
Environmental Simulation Laboratory
119 Wurster Hall
University of California
Berkeley, CA 94720

Georgia Brittan
San Franciscans for Reasonable Growth
460 Duncan Street
San Francisco, CA 94131

San Francisco Beautiful
41 Sutter Street, #709
San Francisco, CA 94104
Attn: Dee Dee Workman, Exec. Director

San Francisco Building & Construction
Trades Council
2660 Newhall Street, #116
San Francisco, CA 94124-2527
Attn: Stanley Smith

San Francisco Tomorrow
41 Sutter Street #1579
San Francisco, CA 94104
Attn: Tony Kilroy

Sustainable San Francisco
P.O. Box 460236
San Francisco, CA 94146

Joel Ventresca
1278 - 44th Avenue
San Francisco, CA 94122

Calvin Welch
Council of Community Housing Organizations
409 Clayton Street
San Francisco, CA 94117

Howard M. Wexler, Esq.
Farella, Braun & Martel, LLP
235 Montgomery Street, 30th Floor
San Francisco, CA 94104

Eunice Willette
1323 Gilman Avenue
San Francisco, CA 94124

Kimberly Smith
HMS Associates
1 Jackson Street
San Francisco, CA 94111

Robert Jacobvitz
Executive Director
American Institute of Architects
130 Sutter Street, Suite 600
San Francisco, CA 94104

Lee Meyerzove
Economic Opportunity Council Dist.
759A Minna St.
San Francisco, CA 94103

Florentino Ramirez
Filipino-Am. SOMAR Neigh. Assn.
543-A Natoma Street
San Francisco, CA 94103

Brian Tench
U.N. Plaza Association
1095 Market Street, 8th Floor
San Francisco, CA 94103

Coordinator
Yerba Buena & So. Mkt Consortium
109 Minna Street, Ste. 575
San Francisco, CA 94105

Carolyn Diamond
Executive Director
Market Street Assoc.
870 Market St., Suite 456
San Francisco, CA 94102

Ralph House
St. Paul of the Shipwreck
1122 Jamestown Ave.
San Francisco, CA 94124

Gemmie Jones
Director
Senior Central
360 Fourth Street
San Francisco, CA 94107

Henry Perez
President
Sixth Street Merchants & Residents
138 6th Street
San Francisco, CA 94103

Wesley Seeds
SOMAR Res. Artists & Merch. Assn.
164-A Langton Street
San Francisco, CA 94103

Espanola Jackson
Bayview Coordinating Council
3231 Ingalls St.
San Francisco, CA 94124

York Loo
York Realty
243A Shipley Street
San Francisco, CA 94107-1010

Caroline Rabinowitz
Development Director
Capp Street Project
525 Second Street
San Francisco, CA 94107

Tse Ming Tam
Assistant Director
Chinese for Affirmative Action
17 Walter U. Lum Place
San Francisco, CA 94108

Anna Yee, Coordinator
So. of Market Problem Solving Council
965 Mission Street, Ste. 700
San Francisco, CA 94103

Bonnie Spindler
President, ASNA
Alamo Square Neighborhood Assoc.
P.O. Box 15372
San Francisco, CA 94115

Brad Urie
Marriott
3130 South Harbor Blvd., Ste. 340
Santa Anna, CA 92704

Rodney Friedman, Architect
Bob Fisher, Architect
333 Bryant St.
San Francisco, CA 94107

John Clancy, President
Portside Homeowners Assoc.
115 South Park
San Francisco, CA 94107

Corrine Woods
Mission Creek Harbor Assoc.
300 Channel St., Box 10
San Francisco, CA 94107

Civic Pride
World Trade Center, Rm. 289
The Ferry Building
San Francisco, CA 94111
ATTENTION: Jim Haas

Farella, Braun & Martel
235 Montgomery Street
San Francisco, CA 94104
Attn: Mary Murphy

John Bardis
Sunset Action Committee
1501 Lincoln Way, #503
San Francisco, CA 94122

Bruce White
3207 Shelter Cove Avenue
Davis, CA 95616

Bay Area Council
200 Pine Street, Suite 300
San Francisco, CA 94104-2702

Brobeck, Phleger, Harrison
One Market Plaza
San Francisco, CA 94105
Attn: Susan R. Diamond

Cahill Contractors, Inc.
425 California Street, Suite 2300
San Francisco, CA 94104
Attn: Jay Cahill

Chicago Title
388 Market Street, 13th Floor
San Francisco, CA 94111
Attn: Carol Lester

Chickering & Gregory
615 Battery Street, 6th Floor
San Francisco, CA 94111
Attn: Ken Soule

Chinatown Resource Center
1525 Grant Avenue
San Francisco, CA 94133

Coalition for San Francisco Neighborhoods
P.O. Box 42-5882
San Francisco, CA 94142 - 5882

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Finance Department
1699 Van Ness Avenue
San Francisco, CA 94109
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San Francisco, CA 94104
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Lawrence Farrell

Damon Raika & Co.
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San Francisco, CA 94111
Attn: Frank Fudem

DKS Associates
1956 Webster St., #300
Oakland, CA 94612

Yerba Buena Consortium
109 Minna Street, Ste. 575
San Francisco, CA 94105
Attn: John Elberling

Downtown Association
5 Third Street, Suite 520
San Francisco, CA 94103
Attn: Carolyn Dee

EIP Associates
601 Montgomery Street, Suite 500
San Francisco, CA 94111

Environmental Science Associates, Inc.
225 Bush St., Suite 1700
San Francisco, CA 94104-4207

Food and Fuel Retailers For Economic
Equality
770 L Street, Suite 960
Sacramento, CA 95814
Attn: Doug Stevens
State Coordinator

Gensler and Associates
550 Kearny Street
San Francisco, CA 94103
Attn: Peter Gordon

Goldfarb & Lipman
One Montgomery Street
West Tower, 23rd Floor
San Francisco, CA 94104
Attn: Richard A. Judd

Greenwood Press, Inc.
P.O. Box 5007
Westport, Conn 06881-5007
Attn: Gerry Katz

Gruen, Gruen & Associates
564 Howard Street
San Francisco, CA 94105

Valerie Hersey
Munsell Brown
950 Battery
San Francisco, CA 94111

The Jefferson Company
10 Lombard Street, 3rd Floor
San Francisco, CA 94111-1165

Philip Fukuda
TRI Commercial
1 California Street, Suite 1200
San Francisco, CA 94111

Jones Lang Wootton
Two Embarcadero Center, Ste. 2370
San Francisco, CA 94111
Attn: Sheryl Bratton

Kaplan/McLaughlin/Diaz
222 Vallejo Street
San Francisco, CA 94111
Attn: Jan Vargo

Legal Assistance to the Elderly
Brent Kato
1453 Mission Street, 5th Floor
San Francisco, CA 94103

Larry Mansbach
550 California Street
San Francisco, CA 94104-1006

Sally Maxwell
Maxwell & Associates
1522 Grand View Drive
Berkeley, CA 94705

Cliff Miller
970 Chestnut Street, #3
San Francisco, CA 94109

Milton Meyer & Co.
One California Street
San Francisco, CA 94111
Attn: James C. DeVoy

Robert Meyers Associates
120 Montgomery Street, Suite 2290
San Francisco, CA 94104

National Lawyers Guild
558 Capp Street
San Francisco, CA 94110
Attn: Regina Sneed

Nichols-Berman
142 Minna Street
San Francisco, CA 94105
Attn: Louise Nichols

Norris, Beggs & Simpson
601 California Street, Suite 1400
San Francisco, CA 94108
Attn: Karen Weber

Pacific Exchange
301 Pine Street
San Francisco, CA 94104
Attn: Dale Carleson

Page & Turnbull
724 Pine Street
San Francisco, CA 94109

Patri Merker Architects
400 Second Street, Suite 400
San Francisco, CA 94107
Attn: Marie Zeller

Pillsbury, Madison & Sutro
P.O. Box 7880
San Francisco, CA 94120
Attn: Marilyn L. Siems

Planning Analysis & Development
50 Francisco Street
San Francisco, CA 94133
Attn: Gloria Root

Dennis Purcell
Coblentz, Patch, Duffy and Bass
222 Kearny Street, 7th Floor
San Francisco, CA 94108

Ramsay/Bass Interest
3756 Grant Avenue, Suite 301
Oakland, CA 94610
Attn: Peter Bass

James Reuben
Reuben, and Alter
235 Pine Street, 16th Floor
San Francisco, CA 94104

Capital Planning Dept.- UCSF
145 Irving Street
San Francisco, CA 94122
Attn: Bob Rhine

David P. Rhoades & Associates
364 Bush Street
San Francisco, CA 94104-2805

Rockefeller & Assoc. Realty L.P.
Four Embarcadero, Suite 2600
San Francisco, CA 94111-5994
Attn: Dennis Conaghan, Chief Operating Officer

Rothschild & Associates
369 Pine Street, Suite 360
San Francisco, CA 94104-3302
Attn: Thomas N. Foster

San Francisco Chamber of Commerce
465 California Street
San Francisco, CA 94104

San Francisco Convention & Visitors Bureau
201 - 3rd Street, Suite 900
San Francisco, CA 94103
Attn: Dale Hess, Executive Director

San Francisco Labor Council
1188 Franklin Street, #203
San Francisco, CA 94109
Attn: Walter Johnson

San Francisco Planning & Urban Research Association
312 Sutter Street
San Francisco, CA 94108
Attn: James Chappell, Executive Director

John Sanger, Esq.
1 Embarcadero Center, 12th Floor
San Francisco, CA 94111

San Francisco Group
Sierra Club
85 2nd Street, Floor 2
San Francisco, CA 94105-3441

Sedway Group
3 Embarcadero Center, Suite 115
San Francisco, CA 94111

Shartsis Freise & Ginsburg
One Maritime Plaza, 18th Floor
San Francisco, CA 94111
Attn: Dave Kremer

Skidmore, Owings & Merrill, LLP
444 Market Street, Suite 2400
San Francisco, CA 94111
Attn: John Kriken

Solem & Associates
550 Kearny Street
San Francisco, CA 94108
Attn: Jim Ross, Director of Public Affairs and Political Campaigns

Square One Productions
1736 Stockton Street, Studio 7
San Francisco, CA 94133
Attn: Hartmut Gerdes

Steefel, Levitt & Weiss
199 - 1st Street
San Francisco, CA 94105
Attn: Robert S. Tandler

Jerry Tone
Montgomery Capital Corp.
244 California St.
San Francisco, CA 94111

Jon Twichell Associates
70 Hermosa Avenue
Oakland, CA 94618

Stephen Weicker
899 Pine Street, #1610
San Francisco, CA 94108

PROJECT AREA TENANTS AND OWNERS

Caltrans
111 Grand Avenue
Oakland, CA 94612

Dist #1 MEBA (AFL-CIO) CAL RLTY CO
444 N Capitol St., NW #800
Washington, D.C. 20001-1508

MCS AFL Building Corp (Lots 007, 008)
350 Fremont Street
San Francisco, CA 94105-2316

Klockars Family Trust
527 Edgecliff Way
Redwood City, CA 94062-3450

PG&E
245 Market Street
San Francisco, CA 94105

Sailors Union Pac Bldg Corp
450 Harrison Street
San Francisco, CA 94105-2640

Sailors Home of the Pacific
450 Harrison St., #207
San Francisco, CA 94105-2640

Michael & David Bruck
732 Addison Street #D
Berkeley, CA 94710-1908

John Lee
214 Overhill Road
Orinda, CA 94563-3227

Howard Cohen
330 First Street
San Francisco, CA 94105-2602

Masud & Jane Husain
346 First Street #101
San Francisco, CA 94105-2639

John & John Tissavary
346 First Street #102
San Francisco, CA 94105-2639

Teresa Tsai
346 First Street #103
San Francisco, CA 94105-2639

Stanley & Beatrice Mi (Lots 103, 114, 115)
11 Amy Drive
San Mateo, CA 94403-3900

Mi Trust (Lots 104, 105, 146)
11 Amy Drive
San Mateo, CA 94403-3900

Barry & Margaret Evans
346 First Street #107
San Francisco, CA 94105-2639

Janet Krombar
6611 10th Avenue
Brooklyn, NY 11219-5802

Evan Elliot
346 First Street #109
San Francisco, CA 94105-2639

Jason Basler
346 First Street #110
San Francisco, CA 94105-2639

Scott Michael Petry
346 First Street #201
San Francisco, CA 94105-2639

Christian Goetze
346 First Street #202
San Francisco, CA 94105-2639

David Steele
346 First Street #203
San Francisco, CA 94105-2639

Richard Lee
346 First Street #204
San Francisco, CA 94105-2639

Laura McQuaig
346 First Street #207
San Francisco, CA 94105-2639

Stella K H Lai
346 First Street #208
San Francisco, CA 94105-2639

Catherine Chen
346 First Street #209
San Francisco, CA 94105-2639

Brian Yamanaka
346 First Street #210
San Francisco, CA 94105-2639

Jack Orchard
346 First Street #301
San Francisco, CA 94105-2639

Tsuan Li
346 First Street #302
San Francisco, CA 94105-2639

Michael Tchao Trust
346 First Street #303
San Francisco, CA 94105-2639

Tasuhiro Suzuki
346 First Street #304
San Francisco, CA 94105-2639

Brian & Helen Scott
346 First Street #305
San Francisco, CA 94105-2639

Douglas Cain
346 First Street #306
San Francisco, CA 94105-2639

Eric Gaut
346 First Street #307
San Francisco, CA 94105-2639

Ronald Martell
346 First Street #308
San Francisco, CA 94105-2639

Tewana Ramseur
346 First Street #309
San Francisco, CA 94105-2639

Lansing ST LP
2226A Westborough Blvd #40
S. San Francisco, CA 94080-5405

Gerald Car Baker et al
18 Lansing Street #102
San Francisco, CA 94105-2612

Teresa Tsai
18 Lansing Street #103
San Francisco, CA 94105-2612

Sandra Lee
18 Lansing Street #104
San Francisco, CA 94105-2612

Barbara Rae-Venter
PO Box 61016
Palo Alto, CA 94306-6016

18 Lansing ST LP (Lots 142, 143)
2226A Westborough Blvd #40
S. San Francisco, Ca 94080-5405

Paul Leung
18 Lansing Street #204
San Francisco, CA 94105-2612

Georges Saab
755 Florida Street
San Francisco, CA 94110-2044

Stanley Mi Trust et al
425 2nd Street #4
San Francisco, CA 94107-1487

Geoffrey Apps
18 Lansing Street #208
San Francisco, CA 94105-2612

Robert Ervin III et al
18 Lansing Street #209
San Francisco, CA 94105-2612

Mok Yuet Bing Lai
1682 Alemany Blvd.
San Francisco, CA 94112-2610

James Troup
18 Lansing Street #302
San Francisco, CA 94105-2612

Green Trust
224 Caselli Avenue
San Francisco, CA 94114-2323

Shing Fat Wong et al
1682 Alemany Blvd.
San Francisco, CA 94112-2610

Renata Berg
18 Lansing Street #305
San Francisco, CA 94105-2612

Mi Trust
425 2nd Street #4
San Francisco, CA 94107-1487

Eng-Teng & Shu-Chuang Chung
18 Lansing Street #307
San Francisco, CA 94105-2612

Francine Elizabeth Starks
18 Lansing Street #308
San Francisco, CA 94105-2612

Raif & Patricia Zada
18 Lansing Street #309
San Francisco, CA 94105-2612

Jeff Handwerger
18 Lansing Street #401
San Francisco, CA 94105-2612

David & Stacey Fleece
18 Lansing Street #402
San Francisco, CA 94105-2612

Weiner Boys LLC
18 Lansing Street #403
San Francisco, CA 94105-2612

Mary Irving
18 Lansing Street #404
San Francisco, CA 94105-2612

Janette Skeels
18 Lansing Street #405
San Francisco, CA 94105-2612

Yasuhiro Suzuki
18 Lansing Street #406
San Francisco, CA 94105-2612

Tenants in the project area, approximately 42 parties, were sent notices of availability of the Draft EIR and Draft EIR public hearing. A complete copy of the distribution listing is available in the Planning Department office at 1660 Mission Street, as part of File No 99.579E.

Appendix C

Landmarks Preservation Advisory Board Case Report



Landmark # 149BUILDING NAME: Edwin Klockars
Blacksmith Shop
BUILDING ADDRESS: 449 Folsom

OWNER: Edwin Klockars

BLOCK & LOT: 3748/28

ZONING: C-3-S

ORIGINAL USE: Blacksmith Shop

NO. OF STORIES: 2

LPAB VOTE: 9-0

CURRENT USE: Blacksmith Shop

EXTERIOR MATERIALS: Wood and sheet metal

STATEMENT OF SIGNIFICANCE:

(Describe special CHARACTER, or special HISTORICAL, ARCHITECTURAL or AESTHETIC interest or value:) One of the last of many smiths in this South of Market district in the early 20th century, the Klockars Blacksmith Shop continues its traditional operation in San Francisco to this day. In this compact wooden building Edwin Klockars pioneered production of the canning tongs his shop still supplies to canneries across the nation. Pins used to construct one of the bridges across the Willamette River in Portland, elevator track brackets commissioned by Westinghouse for Shasta Dam and Oakland's Kaiser building, even fireplace andirons have been hand-wrought at 449 Folsom. Having narrowly avoided replacement by a freeway access ramp, this sturdy frame building endured to exemplify a way of life which has otherwise disappeared from San Francisco. This metal-working shop still produces by hand tools like those offered for sale in catalogs of the original owner, Fred Wilbert, whose business continues to be advertised by a sign on the east wall. This building is a special and active link with our industrial history.

EVALUATION CRITERIA

(may be continued on back)

A. ARCHITECTURE

1. Style: Small false front frame building
2. Construction Type: Wood frame
3. Construction Date: 1912 (on Sanborn map of 1913, appears in 1911-1912 City Directory)
4. Design Quality: (LPAB ONLY) Unique/Excellent
5. Architect: Unknown
6. Interior Quality: (LPAB ONLY) Original

B. HISTORY

(as building is significantly associated with specific)

7. Persons: This building has had two owners: Its builder - F. Z. Wilbert and his employee - Edwin Klockars who took over the business in 1938.
8. Events:
9. Patterns of History:

(cultural, social, political, military, economic or industrial)

An example of how earlier generations lived, this is one of the last surviving metal-working shops which once flourished in this area producing metal parts and tools which found their way all over the country.

C. ENVIRONMENT

(relation to surroundings, specifically in terms of:)

10. Continuity: Same business operation on this site for almost all of the twentieth century.
11. Setting: Overshadowed, but not overwhelmed by a new PG&E substation on east portion of block.
12. Importance as a Visual Landmark: Notable and familiar in the context of the neighborhood where many similar businesses once operated.

D. INTEGRITY

(cite alterations and physical condition)

Original building intact over pre-existing cellar; front facade freshly painted, but side still bare except for old sign advertising Wilbert's business.

RATINGS

DCP: 1

HERE TODAY: --

SPLENDID SURV.: N/A

NAT'L REGISTER: probably eligible

NAT'L LANDMARK: No

STATE LANDMARK: No

BIBLIOGRAPHY:

(list sources on back)

PREPARED BY: C. Kleneyer and P. McGrew

ADDRESS: 100 Larkin Street

PHONE: 558-3055

DATE: July, 1981

Edited by Staff: 10/16/81

Reviewed: 11/16/81



Appendix D

Level of Service Definitions

APPENDIX D

INTERSECTION LEVEL OF SERVICE DESIGNATIONS

Existing and future traffic conditions at signalized intersections within the primary study area have been evaluated using the TRAF-NETSIM Traffic Simulation Model. Conditions at signalized intersections in the secondary study area have been evaluated using the *1985 Highway Capacity Manual* (Transportation Research Board, 1985) operations methodology. Both methodologies use the concept of Level of Service (LOS), which, for signalized intersections, is defined in terms of delay, or waiting time at a signal. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Intersection LOS, determined according to the vehicle delay in seconds per vehicle, range from LOS A (very low delay) to LOS F (forced flow). Table D-1 provides more detailed descriptions of the six LOS, A through F, for signalized intersections using the *1985 Highway Capacity Manual* method. The TRAF-NETSIM simulation calculates LOS in much the same way, with similar results, but refines the analysis based on signal progression along streets, such as the Embarcadero, and based on spill-back, when queues from one intersection extend back to a previous intersection.

In the past, for planning applications, the City of San Francisco has used a slightly different methodology than the TRAF-NETSIM or *1985 Highway Capacity Manual* to analyze operations at signalized intersections. That method, known as the *Critical Lane Analysis* (Transportation Research Circular Number 212, Transportation Research Board, 1980), determines the ratio of critical opposing traffic volumes to theoretical intersection capacity, yielding the volume-to-capacity (v/c) ratio. Intersection LOS, determined according to the value of the v/c ratio, range from LOS A (free flowing condition) to LOS F (severely congested conditions). Table D-2 provides more detailed descriptions of the six LOS, A through F, for signalized intersections using the *Critical Lane Analysis* methodology.

TABLE D-1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS BASED ON DELAY

LEVEL OF SERVICE	TYPICAL DELAY (SEC/VEH)	TYPICAL TRAFFIC CONDITION
A	≤ 5.0	Insignificant Delays: No approach phase is fully utilized and no vehicle waits longer than one red indication.
B	5.1 - 15.0	Minimal Delays: an occasional approach phase is fully utilized. Drivers begin to feel restricted.
C	15.1 - 25.0	Acceptable Delays: Major approach phase may become fully utilized. Most drivers feel somewhat restricted.
D	25.1 - 40.0	Tolerable Delays: Drivers may wait through more than one red indication. Queues may develop but dissipate rapidly, without excessive delays.
E	40.1 - 60.0	Significant Delays: Conditions are generally the limit of acceptable delays. Vehicles may wait through several signal cycles and long queues of vehicles from upstream.
F	> 60.0	Excessive Delays: Represents unacceptable conditions with extremely long delays. Queues may block upstream intersections.

Sources: *Highway Capacity Manual*, Highway Research Board, Special Report No. 209, Washington, D.C., 1985; *Interim Materials on Highway Capacity*, Circular 212, Transportation Research Board, 1980; Korve Engineering.

TABLE D-2
ARTERIAL LEVEL OF SERVICE DEFINITIONS BASED ON TRAVEL SPEED

ARTERIAL CLASS	I	II	III
RANGE OF FREE FLOW SPEEDS (mph)	45 to 35	35 to 30	35 to 25
TYPICAL FREE FLOW SPEED (mph)	40	35	27
LEVEL OF SERVICE	AVERAGE TRAVEL SPEED (mph)		
A	≥ 35	≥ 30	≥ 25
B	≥ 28	≥ 24	≥ 19
C	≥ 22	≥ 18	≥ 13
D	≥ 17	≥ 14	≥ 9
E	≥ 13	≥ 10	≥ 7
F	< 13	< 10	< 7

- Level of Service A: Primarily free-flow operations at average travel speeds, usually about 90 percent of the free flow speed for the arterial class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.
- Level of Service B: Reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.
- Level of Service C: Stable operations. However, ability to maneuver and change lanes in mid-block locations may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50 percent of the average free flow speed for the arterial class. Motorists will experience an appreciable tension while driving.
- Level of Service D: Borders on a range on which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40 percent of free flow speed.
- Level of Service E: Significant approach delays and average travel speeds of one-third the free flow speed or lower. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.
- Level of Service F: Extremely low speeds below one-third to one-quarter of the free flow speed. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse progression is frequently a contributor to this condition.

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 1980.

Although the two methodologies for calculating the LOS differ, there is usually a good correlation between the LOS calculated using either method of analysis. It is only when high levels of congestion occur that differences between the two methodologies may be more apparent. As an example, using the *1985 Highway Capacity Manual* methodology, an intersection may be operating at a LOS F, with poor traffic progression, many signal cycle failures and vehicle delays above 60 seconds per vehicle; however, the v/c ratio could be below one, which would mean a LOS E using the *Critical Lane Analysis* methodology. Conversely, using the *1985 Highway Capacity Manual* methodology, an intersection may be operating at LOS D, with an efficient signal progression handling large traffic volumes; however, the v/c ratio could be above 0.9, which would mean a LOS E using the *Critical Lane Analysis* methodology.

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

TO: Planning Department,
Major Environmental Analysis

Please send me a copy of the Final EIR.

Signed: _____

Print Your Name and Address Below

PLACE
POSTAGE
HERE

San Francisco Planning Department
Major Environmental Analysis
1660 Mission Street, 5th Floor
San Francisco, CA 94103

Attn: Irene Nishimura, Environmental Coordinator
99.579E 301 First Street

PLEASE CUT ALONG DOTTED LINE

RETURN REQUEST REQUIRED FOR FINAL
ENVIRONMENTAL IMPACT REPORT

